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WELCOME TO THE OCTOBER ISSUE!

“ If there's one thing that really impresses about the fast Ford fraternity, it's the huge number of awesome shows and events that it supports each and every year. Other scenes may have one or two 'big' shows throughout the summer, but the mighty Blue Oval hosts at least 9 major events, including Central Day, Classic Ford Show, RS Croft, RS Combe, National Day, Ford Fair, Crail, Ford Live and new-for-2015, Ford Fest. Plus there's loads of smaller regional meets and shows too!

On top of that, walk around any of the multi-marque shows and you'll find that fast Fords dominate the majority of these as well!

And this month we're celebrating the fantastic show scene we're lucky to be a part of with our 'show special'. This includes full reports from the two biggest Ford shows of the year; Ford Fair and RSOC National Day.

With over 4600 club cars on show Ford Fair 2015 has to be one of the biggest Blue Oval shows the UK has ever

seen! And the always impressive National Day didn't disappoint either!

As well as these, we've also got round-ups from Lydden Hill's BHP Show and Trax too, where the Blue Oval once again dominated proceedings.

Alongside these huge show reports, we've also got some truly amazing

feature cars in this issue. Starting with Roger Kidd's stunning S2 RS Turbo on the cover. Fresh from an epic build that took over seven years to complete, this Focus RS-powered Escort is now ready to tear up the tarmac! Elsewhere we have a brace

of 500bhp-plus motors, in the shape of Paul Whitewick's gorgeous black Escort Cosworth and Al Gray's pioneering Focus ST.

In addition, we've also got Pumaspeed's 'Tiny Titan' – a baby 1.0-litre Fiesta that pumps out a staggering 205bhp!

So, if you like modern marvels, old school classics, or insane creations that mix the two, we've got you covered!

Enjoy the mag!

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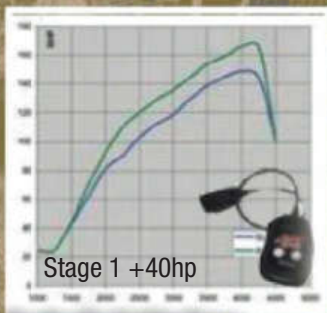
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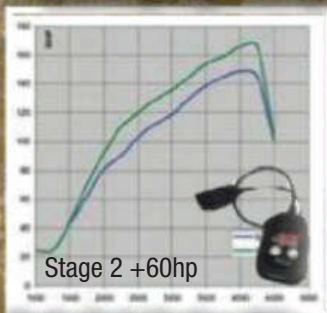
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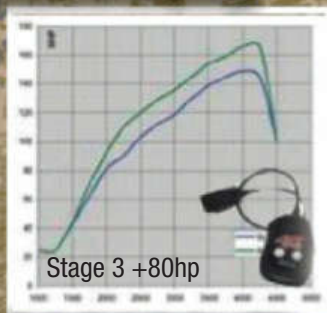
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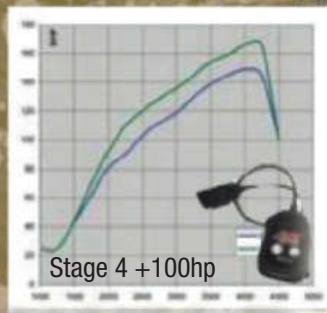
Requires Handset & software



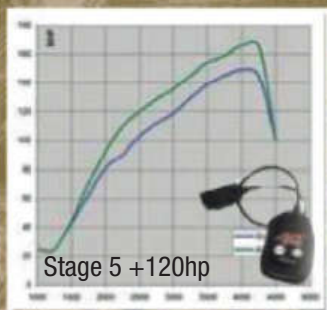
Requires Handset & software, Turbo back exhaust, Intercooler



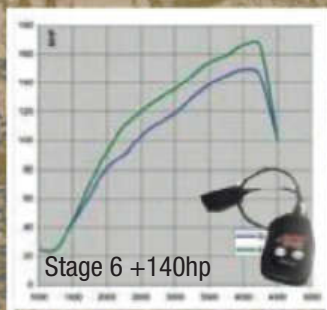
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



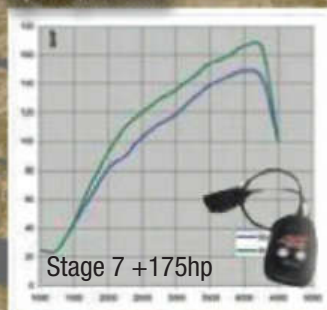
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



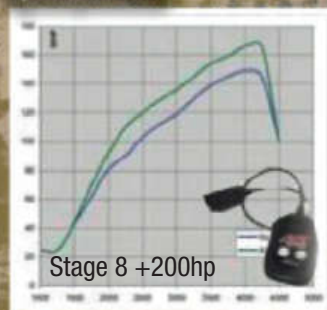
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo, Forged Internals, Camshafts



Requires Handset & Live mapped software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold kit, Hi Pressure & Hi Flow Fuel Pump, GT Turbo Kit, Forged Internals, Camshafts

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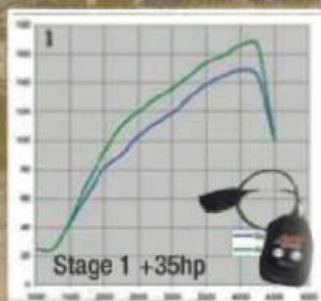
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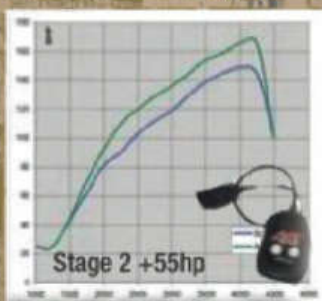
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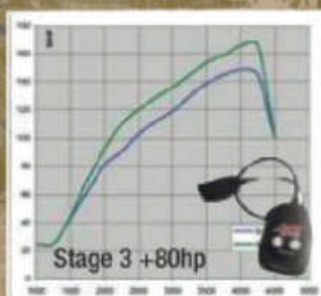
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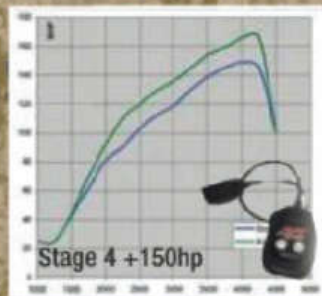
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Panel Filter



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler, 550cc Injectors, K16 RS Turbocharger

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THE POWWE

With a 510bhp Escort RS Cosworth to his name, it's difficult to believe that Paul Whitewick showed no interest in cars as a kid...

TO PLEASE

Words: Dan Furr Photos: Chris Wallbank



R

Pretty much everybody has a mate who loves motors with a passion, but it isn't always clear what acted as the catalyst for this apparent love of all things four-wheeled. For many, being raised in a family of car fans is enough to have forged a preordained path to becoming a fully fledged petrolhead, but there are those who spent their younger years showing little interest in the wonders of propelled metal, only to find an octane rating applied to their bloodstream later in life.

Taxi driver, Paul Whitewick, is a prime example of a late bloomer when it comes to cars. "My

Dad always drove base model Citroëns. To the Whitewick family, a car was simply a means of getting from A to B," he recalls. "As a kid, my interest lay in having adventures and getting into trouble at summer camps and other outings, and I don't mind telling you that boxes on wheels did little to excite me!" he laughs.

It can take an exceptional motor to grab the attention of someone who can't tell their Fiats from their Fords. With that in mind, it should come as no surprise to learn that it was none other than the mighty Escort RS Cosworth that turned Paul's world upside-down. "I

was travelling on a bus when a number of my fellow passengers shifted their seating positions and pressed their faces against the window glass in order to get a better view of the car that had pulled up alongside us," he continues. "Intrigued, I also had a peek. The sight before me seemed other-worldly, with a huge 'whale tail' stuck to the back of the best looking three-door body that I'd ever seen. From that moment onwards, the Escort Cosworth defined what I thought a car should look like!" he smiles.

Unsurprisingly, Paul developed an enthusiasm



for what quickly became his dream drive, and he spent a fair amount of time monitoring the model's market value while perusing the project threads of ESCos owners on club forums. Despite his desire to slip into a Rallye Sport, however, his pre-taxi employment afforded him the luxury of a company car, meaning that he had little need to buy a vehicle of his own. Furthermore, even if he could meet the cost of a decent Cossie, he faced the challenge of insuring one with zero no-claims discount as a consequence of piloting machinery provided to him by his employer.

"I was given an entry-level Citroën Xantia to pootle about in!" he laughs, acknowledging the likelihood of the 'like father, like son' expression to leave our lips. Thankfully, he put the French fancy to one side in favour of a Blue Oval when he decided to go it alone in the hackney carriage business. "I bought a diesel-powered Focus estate back in 2007," he says. "That was my first taxi, and it doubled up as the first car that I ever owned. Fortunately,

the business insurance policy that I managed to bag for the Focus allowed me to use my no-claims allowance on a vehicle for private use. That was all the encouragement that I needed to start looking for an ESCos that I could call my own!" he smiles.

A year of hunting high and low for a low mileage minter yielded nothing that Paul was happy to invest in. Fortunately, he struck gold just as he was thinking about throwing the towel in. "Paul Linfoot at North Yorkshire RS Spares was selling a black Escort Cosworth on behalf of one of his customers. The car's mileage was a bit higher than I was hoping for, but its body was free of corrosion and needed little to bring it back to its best," he tells us. Better still, the example in question was packing a tuned YB, a big brake kit, Compomotive MO6s and a modified suspension package comprising Koni adjustable dampers, Ahmed Bayjoo lowering springs and a six-degree rear beam.

Paul (Whitewick, not Linfoot!) soon discovered that the car in his sights



SCS-built YB was already in place, and producing 510bhp!



TECH SPEC

ESCORT COSWORTH

ENGINE

Supreme Car Services-built 2-litre 16-valve YBT Cosworth, 200 block, six long studs, standard crankshaft, new Cosworth shells, Mahle pocketed and bowled pistons, high-pressure oil pump, big wing sump, Nick Waples ported cylinder head, BD16 inlet and BD14 exhaust camshafts, WRC head gasket, Isky valve springs, P8 ECU with anti-lag system, eight 803 green fuel injectors, high-flow fuel pump, Bailey swirl pot, port matched RS500 inlet manifold, RS500 plenum, RS500 T4 turbocharger, custom turbo heat shield, Pro Alloy RS500 intercooler, RS500 plenum, K&N panel filter, full

Mongoose stainless steel exhaust system, Pro Alloy 60mm radiator with twin slimline fans, replacement fan switches and loom, Auto Specialists header tank and power steering fluid reservoir powdercoated black, Roose Motorsport silicone hoses

POWER

510bhp, 422lb/ft of torque

TRANSMISSION

Escort Cosworth MT75 four-wheel drive gearbox, Quaife big-tooth five-speed manual gearset, AP Racing six-paddle clutch, standard flywheel

SUSPENSION

Koni adjustable shock absorbers, Ahmed Bayjoo lowering springs, Supreme Car Services six-degree rear beam, front strut brace, suspension top mount plates powdercoated black

BRAKES

AP Racing six-piston front calipers with 362mm grooved discs, Reyland 300mm rear disc conversion, Ferodo DS2500 pads

WHEELS & TYRES

9x18-inch Rota multi-spoke wheels painted gloss black, Maxxis Victra MA-Z1 235/40/18 tyres, RS anti-theft valve caps

EXTERIOR

Factory paintwork and RS styling package, RS500 grilles, carbon-fibre exhaust surround

INTERIOR

Factory Recaro seats and upholstery, adjustable boost controller, Graham Goode Racing boost gauge mounted in carbon-fibre pillar pod, false boot floor (hiding ICE)

ICE

Sony MEXBT4100U Bluetooth head unit, Vibe Black Air Stereo 4 amplifier, Vibe Black Air 6.5-inch coaxial front speakers, Vibe Black Air 6x9-inch rear speakers in custom pods, Vibe Black Air 12-inch subwoofer, ICE remote control in centre console

THANKS

Paul Linfoot at North Yorkshire RS Spares for all his help to date (particularly with regard to the engine bay, supplying and fitting the brakes, dealing with the transmission, supplying endless cups of coffee etc.), Harvey Gibbs at Supreme Car Services for building such a brilliant engine, John Savage for spending the money required to get the car to its current specification, Bara Motorsports for the gearbox, all the guys and girls in the North Yorkshire RS Owners Club.

“The car in his sights was
being powered by a
510bhp engine built at
Supreme Car Services”

NORTH YORKSHIRE RS
Spares





Rota alloys were purchased to show off the huge AP Racing six-pots!



DRIVER SPEC

PAUL WHITEWICK

Age: 34

Job: Licensed taxi driver

First Ford: My first taxi – it was a Focus estate!

Favourite Ford: This one

Best mod: The engine updates

What's next: An underside restoration and Aeroquip hoses

“I love the whine produced by the new gears”



The interior looks factory, but neatly houses an upgraded stereo system and extra gauges

was being powered by a 510bhp engine built at Supreme Car Services; a 200 block equipped with new shells, pistons, a high-pressure oil pump and a big wing sump was sitting beneath a Nick Waples ported cylinder head, an uprated valvetrain, BD16 and BD14 camshafts (inlet and exhaust respectively) and a WRC head gasket. A high-flow fuel pump, a Bailey swirl pot, an octet of green injectors and a P8 ECU with anti-lag were also present, as were airflow improvements including a port-matched RS500 inlet manifold, an RS500 turbocharger, a K&N panel filter and a Mongoose stainless steel exhaust system. Other desirable equipment could be seen in the form of a Pro Alloy radiator, Roose

Motorsport silicone hoses and Auto Specialists fluid reservoirs. In anyone's book, this was a seriously sorted EsCos!

The nose of the car appeared to have had seen some action – a myriad of stone chips and light scratches on its bumper and bonnet pointed towards some 'spirited' road use – but Paul rightly considered these cosmetic imperfections to be of little concern when looking at the car as a whole. Indeed, he was convinced of the Escort's merits enough to part with his hard-earned, and he immediately set about repairing its front end by delivering the affected parts to his nearest paint shop.

RS500 grilles were added to the car's front bumper before it was reinstated,



Vibe subwoofer and loud stereo drowns out the exhaust din on long journeys!



RS500 grilles replace the factory fog lights



Carbon exhaust surround protects the paintwork

“I finally own the car that I dreamt about, and I have every intention of enjoying it come rain or shine”

although further exterior updates soon followed due to a regrettable clash with a Renault. “I was minding my own business on the public highway when I was forced off the road by an idiot in a Clio Sport!” cries Paul. “I left the asphalt and landed on a nearby verge, colliding with a big rock that smashed into one of the car’s Compomotive rims along the way. After the event, I planned to have the wheels refurbished, but Paul Linfoot agreed to sell me an AP Racing six-piston brake kit with Reyland rears, and I bought a set of black Rota multi-spokes that were capable of showing off the car’s new stoppers,” he says.

If the somewhat unexpected purchase of a new set of wheels had hit Paul’s bank account with

a bang, then the need to buy new transmission components must have seemed like a bomb had gone off in his wallet. He admits that shifting from third gear into fourth always felt “vague” (with gearstick movement often accompanied by an unwelcome crunching noise), but it was while Paul Linfoot was driving the car following its appearance at an MOT testing centre that fourth gear decided to give up completely.

Worcestershire gearbox and differential specialist, Bara Motorsports, was charged with the task of fixing the troubled transmission. Unfortunately, an assessment of the car’s cogs highlighted excessive pitting and a busted synchro. A number of

solutions were provided to Paul, ranging from a ‘cheap’ fix at £2500 through to a full blown rally-spec gearbox. In the end, he opted for a brand new Quaife uprated gearset.

“The difference before and after Bara carried out the work is like night and day,” beams Paul. “I love the whine produced by the new gears, and I’ve enjoyed putting them through their paces,” he adds. Not that he’s able to hear the whiny gearbox over the volume of his Vibe Black Air ICE install. “The din of the exhaust gets a bit too much for me at times. I overcame this minor complaint by buying a stupidly loud stereo system that drowns out the noise!” he chuckles.

You might have seen Paul’s

stealthy RS at one of its many public appearances since it was treated to a new transmission. *Ford Fair*, RS Owners Club meets, classic car shows and outings at Croft have all played host to the Escort in recent months, and it shows no sign of hiding away due to its pilot’s willingness to take it out in all weather conditions. “I’ve wanted an EsCos ever since first laying eyes on one all those years ago. Now I finally own the car that I spent so long dreaming about, and I have every intention of enjoying it come rain or shine,” he smiles.

And therein lies the power of the Escort RS Cosworth – a model capable of turning even the most casual of car fans into die-hard Ford fanatics! 📺



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THE LAP AROUND DONINGTON





Lucky RSOC members were treated to a tour of the Cosworth factory

COSWORTH GATHERING!

78 ESCORT COSSIES GATHERED AT COSWORTH'S FACTORY IN NORTHAMPTON BEFORE HEADING IN CONVOY TO FORD FAIR...

To celebrate the recent launch of their brand new Advance Manufacturing Centre (AMC), Cosworth invited a group of RS Owners Club members to their Northampton-based facilities for a full tour! And the resulting sights and sounds as no less than 78 Escort Cosworths descended on the factory was simply epic. Seeing this many Cossies, at the spiritual home of the legendary powerplant that made them so successful in the first place, was something that we don't think will ever be repeated!

The 150 lucky RSOC members that were invited to the official opening of Cosworth's AMC were treated to an exclusive, behind-the-scenes look at the

new facility, as well as a tour around Cosworth's famous Octagon building – home to some of the most famous and iconic engines the company has ever produced!

On top of this, Cosworth's CEO, Hal Reisiger, was given the difficult task of choosing the best car from the 78 Escort Cossies in attendance – no easy job! The honour went to Martin Hollands in his pristine Radiant Red example, and Martin was presented with an engraved Cosworth piston as his trophy!

Being held on the Friday before the biggest Blue Oval gathering of the year, and in the same town, many of the Escort Cosworth owners then headed off in convoy to nearby Silverstone to begin their *Ford Fair* weekend! 🏁





78 Escort Cosworths all in the same place creates a stunning spectacle!



Martin Hollands won the 'Best Car' award with his beautiful Radiant Red example

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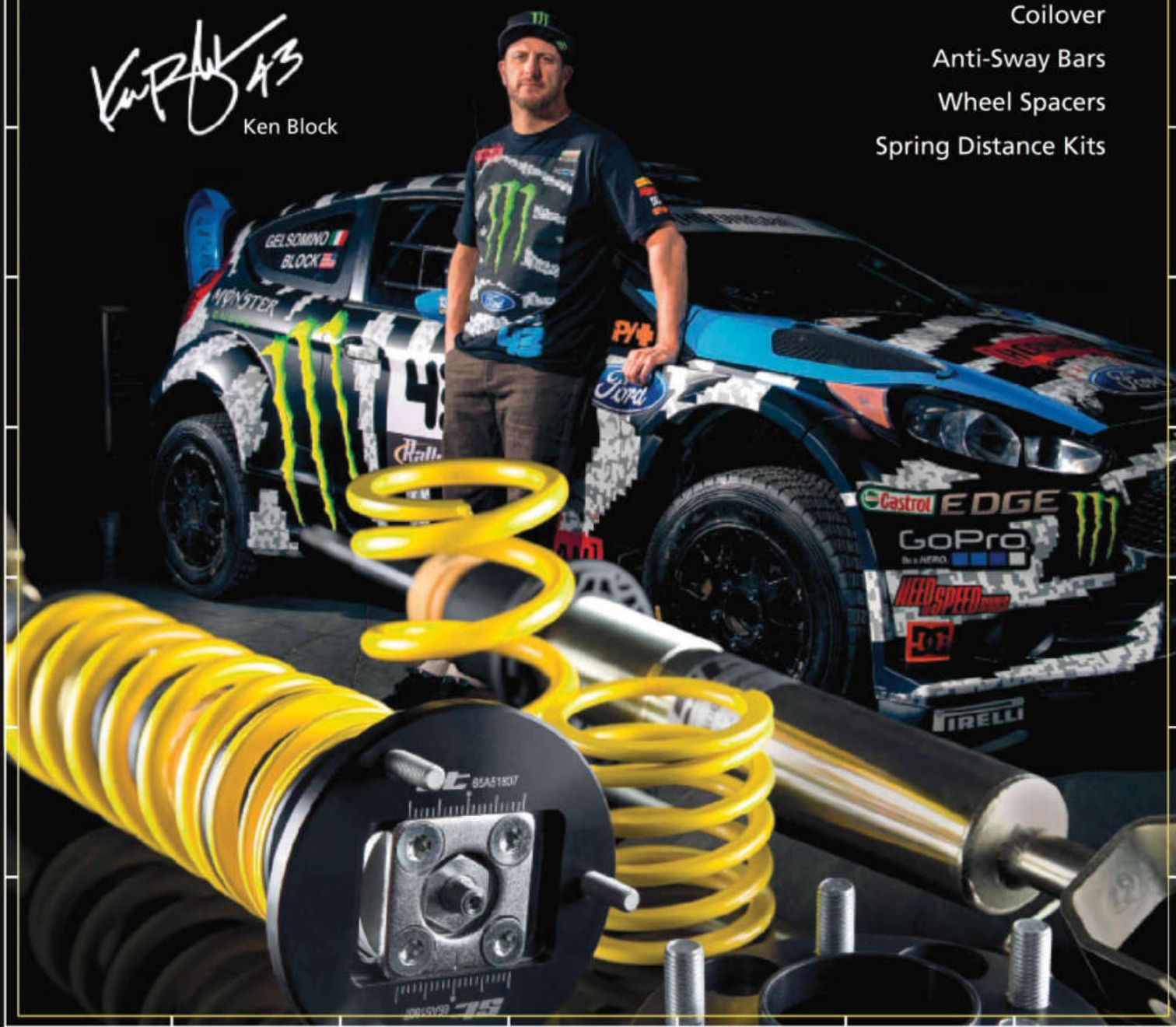


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Once again, Donington Park was packed out with the best RS models the Blue Oval has to offer as the RSOC host their annual National Day gathering...

RS OWNERS CLUB NATIONAL DAY

As with many large clubs and forums, the RS Owners Club is a multi-faceted entity with various different regions based all over the UK. These groups may be disparate in their locations, but they are all united in their love of the Blue Oval badge – especially the performance orientated RS versions, obviously. These sub groups have their own regional meets and gatherings, however, there is one day a year when they all get together for a big blow-out bash, and that's National Day.

"National Day was always conceived as a kind of end of season finale where all the club members could get together in one place and celebrate our love of RS Fords," explains 45-year-old Justin Smith, who is the Committee members media and marketing representative for the club and has himself been a member for the last 27-years. "This year the date was bought forward however, so it wasn't really an end of season show, but the vibe and atmosphere was still just as good."

Featuring club stands from all

over the UK, Donington Park was definitely the place to be if you wanted to get a taste of the best Fords in the country and Justin confirms that the event was a great success.

"National Day is always a busy show and we have a great mix of cars from the classics such as Mk1 Escorts and Cortinas through to the more modern machinery such as the all-conquering Focus RSs and Fiesta STs," says Justin. "However this year was particularly well attended from both show-goers and traders alike, especially when you consider that the show was competing with Silverstone's Trax event and a classic car show at Gaydon on the same day. So we were very pleased with the turn out."

The other factor that could've put a spanner in the works for National Day was the weather, as the morning of the show saw constant rain showers until around 11am. Luckily it wasn't enough to put off the hardy Ford faithful though, and the persistent show-goers went on to enjoy an afternoon of beautiful

scorching sunshine!

Which is just as well really, as there was plenty to see at National Day. Aside from the many club stands there was also the perfectly polished paintwork on display in the Autoglym concours competition, where the quality of cars competing was simply breathtaking. If you've never seen a true concours prepared car before it's hard to imagine the work that goes into them. However, see one in the metal, with every single component including the tyres, cleaner and in better original condition than when the car left the factory, and you'll soon see just how dedicated these owners are.

"Away from the static displays the circuit was also very popular this year with the track sessions completely sold out, meaning over 90 cars – both old and new, including some very special historic and modern race and rally examples – were lapping the famous track giving people the chance to see what these cars can really do," says Justin. "And there was also the chance for show-



The Mk3 Focus RS was revealed at Nat Day



Words and Photos:
Dan Sherwood

goers to win some white knuckle passenger laps in some of the demo cars by entering our raffle."

One of the demo cars offering the laps to the lucky winners was legendary stunt driver Paul Swift in his tuned Mk2 Escort. Paul also entertained the crowds in the lunch break with a host of crazy stunts including some two-wheeled antics in a Focus!

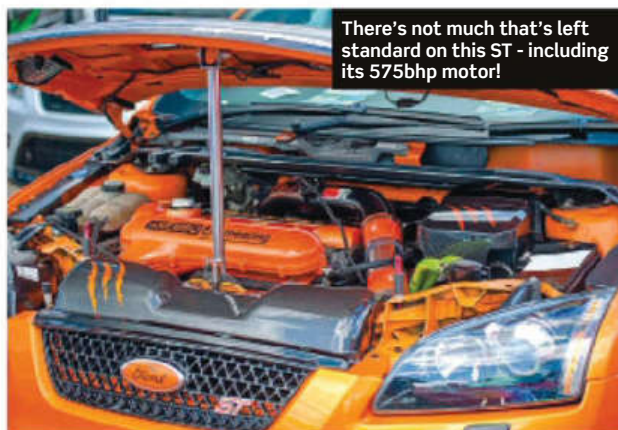
But Paul wasn't the only famous face at National Day, as there was also the dynamic duo of Dominic Littlewood and Vicky Butler-Henderson doing the rounds while commenting on the PA system as they visited various areas of the show. Dominic even had a hand in the much anticipated unveiling of the latest Focus RS in the Paddock Suite, where RS fans could get a closer look at the future of the fast Focus legacy.

"Overall we were extremely pleased with how the show turned out," reveals Justin. "We've had loads of great feedback from people who attended and have got loads of

cool ideas for what we could do for next year's event, which we will no doubt have to start planning pretty soon if we want to match the level of this year's show... and hopefully try to better it!"

And it was pretty special from our perspective too. Big clubs like RSOC have been having a tougher time of late with many people diversifying into smaller groups that use social media as their communication method of choice rather than signing up to be part of a bigger organisation. It's a sign of the times we guess, and as long as things like Facebook exists, it's a trend that's sure to continue, for the time being at least. Luckily, the RSOC has built up a loyal following over the years and, with the RS brand seemingly showing no signs of slowing down, we can see plenty more members on the horizon for the RSOC in the future too. And with awesome events such as National Day on the club's calendar, that can only be a good thing for all. See you next year!

RS OWNERS CLUB NATIONAL DAY



There's not much that's left standard on this ST - including its 575bhp motor!

LUKE GARNER FOCUS ST

With so many people jumping on the Focus RS bandwagon, it makes a refreshing change to see the RS's little brother the ST getting some much-needed attention in the power department. 26-year-old Luke Garner from Grantham has had the ST for two-years but in that time has taken a practically-stock car - minus a stage one map - into a fire-breathing 575bhp monster! Used as a show pony for tuning specialists Dreamscience, Luke's car is also his daily driver and weekend toy, so balancing all its duties and the stratospheric

power figure has not been an easy task. The fully forged engine uses a Borg Warner turbo with external wastegate and screamer pipe and an Evo inlet plenum with AutoSpecialist breather system to get the charged air it needs to produce the big numbers, while a Cobra Venom exhaust with a custom downpipe takes care of the waste gasses. Rolling on a set of gloss black 18in Compomotive MO6 wheels and BC Racing coilovers with a huge WRC rear wing and bonnet vents, this lairy Focus is one extremely wild ride that can kick some serious RS!



Huge wing and graphics won't be to everyone's tastes, but they certainly get the car noticed!





There's no missing this Saph when it's on track!



CRAIG WILKINSON SAPPHIRE COSWORTH

41-year-old Craig Wilkinson had been involved with the build of his track terrorising Sapphire even before he owned it, having been a good friend with its previous owner before acquiring the car for himself when his mate emigrated to Australia. Since his friend's move 'down under', Craig has rebuilt the car to an even more impressive spec. Controlled by an L8 ECU, the engine features light blue injectors,

a WRC head gasket and uprated intercooler, while the interior has been fitted with a weld-in rollcage, a flocked dash, and pair of OMP bucket seats, which do a great job of holding the Staffordshire Ford fan tightly in place when he deploys all 400bhp at one of the regular trackdays he attends. Gaz coilovers, a paddle clutch and 4WD rear brakes have also been added to ensure he can get the most out of his stripped Sierra.

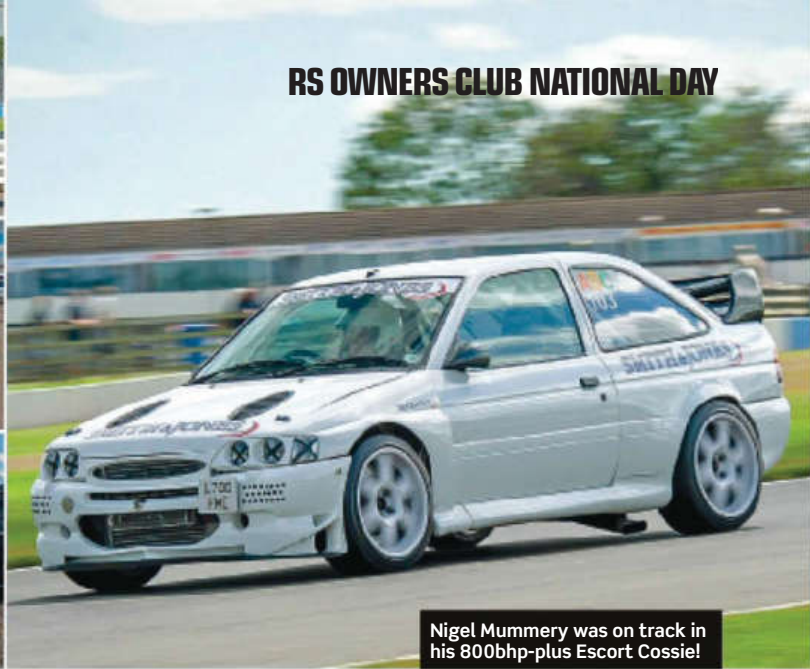
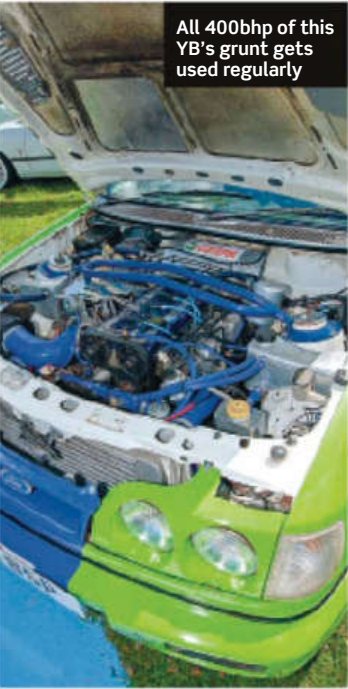
RS OWNERS CLUB NATIONAL DAY



Paul Linfoot's ex-cover car heads a line up of genuine RS500 Touring Cars!



All 400bhp of this YB's grunt gets used regularly



Nigel Mummery was on track in his 800bhp-plus Escort Cosiel



That's one tough-looking RS Turbo!



Screamer pipe exits straight out of the bonnet!



The concours cars are mind-blowingly clean!



PAUL SPREADBURY ESCORT RS TURBO

When your day job is working as a fabricator for exhaust specialists Janspeed, you'd expect that your car would have a pretty special loud-hailer of its own and, judging by the setup on 28-year-old Paul Spreadbury's Escort RS Turbo, you'd be right! The Andover-based speed freak started his Escort project by going down the chromed route, however, it was short-lived as he soon was on a quest for power instead. Now, there isn't a piece of chrome in sight, instead it has made way for some seriously extreme mods such as the front exit exhaust system and bonnet venting

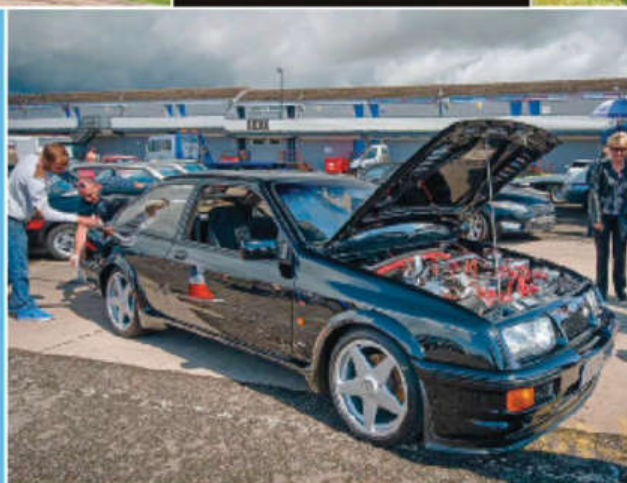
screamer pipe! The displacement has been increased to 2.1-litres and features forged internals. A Focus RS GT25 turbo supplies the boost and is controlled by an Emerald ECU. Inside a full rollcage with bucket seats and harnesses, a flocked dash, motorsport pedal box and a six-speed ST170 gearbox make the most of the increased grunt and add oodles of motorsport chic. On the exterior Paul has seen fit to replace the roof with a carbon roof skin, plus widen the track with a set of Series 1 arches and a full complement of polycarbonate windows, which help keep weight to a minimum.



RS OWNERS CLUB NATIONAL DAY



Evo-engined 4x4 Fiesta was different



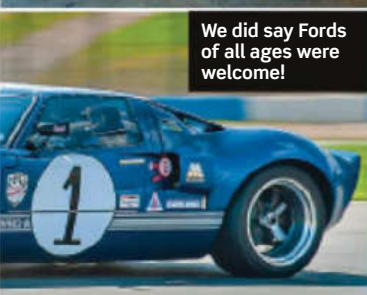
It's not just hatchbacks that can benefit from a spot of modifying!

JASON O'HAGEN MK7 TRANSIT TDCI

44-year-old Jason O'Hagen is a man with a van. Except this is no ordinary van. Hailing from Hereford, Jason calls this his Transit with a twist, as the boxy blue bruiser has been lavished with some pretty tasty mods. The 2.2-litre diesel engine has been tuned with a Pipercross cone filter, full decat stainless steel side-exit exhaust system and a remap to make a tidy 175bhp. Inside, there's no mouldy

coffee cups or worn out copies of the Daily Sport lying around, instead it features the full luxury treatment with a full leather interior with three matching leather-clad rear seats. Lowering the Viper-striped bodywork closer to terra firma is a set of 30mm lowering springs with a 2.5in chassis notch at the rear that allows the arches to frame the gloss black 18in Revolution rims perfectly.





We did say Fords of all ages were welcome!



Tidy Fiesta RST kicks out a healthy 240bhp!



PAUL DOLMAN FIESTA RS TURBO

When he's not restoring pianos, 37-year old Paul Dolman is tweaking his immaculate Fiesta RS Turbo. The striking white paintwork hides a brutal chromed engine, which is putting out over 240bhp and is managed by a Cosworth ECU featuring such goodies as Cossie 'green' injectors, anti-lag and water injection. Having owned the car for the last 17-years, the Basildon-based music technician has been a regular customer of OddKidd Creations who have done much of the work on the car over

the years turning it from a stock example into the fully-fledged show-and-go wagon it is today. The 16-inch Azev A wheels are nestled in the arches courtesy of a set of Avo coilovers and a host of rose-jointed lower arms and track-rod ends. Stopping power is supplied by a set of Wilwood calipers that clamp Cosworth 288mm discs at the front along with a disc conversion on the rear, while the factory Recaro seats are joined by a half rollcage and flocked dash. Nice.



Super-shiny engine bay is simply spotless!



National Day always attracts genuine race cars!

Yep, that is Jean Claude, and his van has been slammed!



Looking pretty here, Martin Holland's EsCos also won 'Best Car' at a meet at the Cosworth factory - check it out on page 18



Damn, that sits low!



TIM JOYCE FOCUS ST

Riding low takes serious dedication and concentration if you want to avoid smashing your sump on a sleeping policeman, the good news is that you can do what 25-year-old Tim Joyce has done and fit an Air-Lift Performance air-ride kit and all that hassle is gone! Now he's able to drop his Focus ST to its sills for shows but still enjoy the benefits of a reasonable ride height for the ride home – and all at the touch of a button! Controlled by an Accuair air management system with self-levelling, such air-ride kits

are proving ever more popular with people who don't want to sacrifice practicality when going low. But Tim's not just worried about practicality, as he's also increased performance with a Dreamscience intake and Anembo plenum, a set of RS injectors and a Cobra Venom exhaust system. It's now packing 325bhp with 389lb ft of torque, which is enough to give the rubber wrapped around the purple 18in Rota Grid wheels and the huge K-Sport brakes a pretty serious workout!

RS OWNERS CLUB NATIONAL DAY





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Words and Photos: Dan Sherwood

BEAR'S THRILLS

Forget pic-a-nic baskets, Al 'Big Bear' Gray gets his kicks from driving his 500bhp Focus ST!



Apparently, according to the saying, it is possible to have too much of a good thing. So, with that logic, you'd think that driving too often would have its downsides too, even for the most hardcore of wheelmen. After all, who would want to get into the driver's seat at the weekends if their day job racked up over 3000

miles a week? 44-year-old Ford fan, Al Gray, that's who!

Working as an HGV driver by day, Al is probably on the road for more time than he's off it, yet as soon as he hangs up the keys to his artic, he's itching to grab the keys to his Focus, and has been known to regularly clock up another 700 miles over a weekend. 'Madness!' you may think. But then who wouldn't be

excited by the prospect of piloting over 500bhp of Frozen White Focus of a weekend!?

"No matter what kind of day or week I've had, every time I get into the ST it puts a huge grin on my face," smiles Al. "It's just the adrenaline kick I need after plodding along in a lorry for hours at a time. I just never get tired of driving it."

And that feel good factor seems

only to be amplified after every trip Al takes, especially if that trip involves a blast through the Dartford Tunnel to see the guys at Auto Specialists in Essex.

Based in Grays, Auto Specialists are Ford fettlers that have specialised in making ballistic Blue Ovals since 1992, and since a chance meeting with owner Alan Shepherd at one of the local Essex Ford Meets, Big





DRIVER SPEC

AL GRAY

Age: 44

Job: HGV driver

First Ford: Mk3 Escort

Favourite Ford: RS200

What's next: New rims and decent track tyres, seats and harnesses, corner weighting and more power!





Show plates leave you in no doubt of this ST's credentials

“AS wanted to use the ST as a demo car to show what they’re capable of”

➤ Al has become one of their best customers. Or more like a part of the furniture, if the truth be told...

“When I first met Alan and the guys at AS, I was impressed with their workmanship and level of customer service,” Al explains. “The work they do really is second to none and since I started taking my car there, I won’t take it anywhere else. They really are the business!”

And like many owners that start up a relationship with their trusted tuner, Al’s journey started off fairly mildly, but the more time he spent with the mad scientists at their unit in Grays, the more extreme the transformation of Al’s Focus became.

“When I bought the ST in 2013 it was completely standard

barring an aftermarket exhaust system,” recalls Al. “It was mint too. I’d looked at a few RSs around the same time, but they were around £7k more to buy and I just couldn’t justify the extra outlay, so plumped for the best ST I could find.”

Little did Al know at the time, but over the coming years he would spend a whole lot more than an extra seven grand on his new motor, but then his ST is much more raucous than any standard, or indeed many tuned versions of the ST’s bigger RS-badged brother.

“After owning the car for around six months, I started off the tuning process fairly small with a simple downpipe and de-cat to finish off the exhaust system,” Al says. “I then progressed to upgrading the

suspension and brakes. You know, the usual things really.”

After a while of going through a host of piecemeal mods, Al had got the ST up to a pretty respectable level of tune and was loving the results.

“The car was running a Revo Stage 2 map with all the supporting mods and was packing around 300bhp,” remembers the Kent-based speed freak. “It felt pretty rapid at the time.”

But that was before his sit down with Alan from AS, which resulted in the pair devising a new plan for Al’s pride and joy, one which was mutually beneficial.

“I wanted to take the car to the next level and luckily Alan was after a car to use as a demo vehicle to show what the company was capable

“When the needle sweeps past 3000rpm the turbo really kicks in and it becomes a bit of an animal!”



A selection of upgrades has seen this five-pot producing over 500bhp!

of,” Al says. “It worked out really well as I got to feature some of AS’s latest products on the car and they could use it to develop brand new ones too.”

The idea was to push the power of the ST yet still retain the road manners and practicality of the car that Ford intended from the factory.

“I drive the car all the time as well as take it to shows, so I was keen for it not too become too compromised for the road,” Al explains. “And that’s been quite a challenge really, as its easy to make a full on track weapon with stripped out interior, rollcage and

loads of peaky horsepower, but to make a car stupidly fast for the road but still keep it useable, refined and easy to drive, actually takes a bit more thought. My car may be running over 500bhp, but keep it under 3000rpm and it drives like a standard car. It’s only when the needle sweeps past 3000rpm that the turbo really kicks in and it becomes a bit of an animal!”

And it has been that development process, combined with enough trips to Grays to earn Al his own mug by the AS HQ coffee machine, that has seen the car blossom into the brute it is today.

Sitting resplendent in our photoshoot location, the gleaming Frozen white paintwork offset by the classy metallic blue and black striped graphics and sitting squat on a set of body coloured 8.5x18-inch Rota Grid Drift wheels wrapped in grippy with 225/40/18 Dunlop Sportmaxx tyres, it’s no wonder Al’s ST gets so much attention, even before it fires up its evil engine.

“The ECU has been converted to RS-spec and is now running a full Revo Stage 5 set up,” says Al with a mischievous grin. “There’s also a set of Wiseco forged pistons and K1 conrods beefing up the engine’s





TECH SPEC

FOCUS ST3

ENGINE

2.5-litre, 5-cyl, 20-valve Duratec, Wiseco pistons, K1 connecting rods, block mod, standard cylinder head with RS camshafts, AS Performance polished alloy RS top pipe, K&N Group A filter with AS cold air feed, Owen Developments Garrett GTX 3076R turbo, Tial 44mm external wastegate, AS Performance cast manifold, Airtec stage 3 RS 100mm 'Gobstopper' intercooler, AS big boost pipe kit, Pro Hose silicone hoses throughout, AS Performance V-band custom downpipe, Mongoose de-cat pipe, Milltek Ultimate exhaust, Bosch 1000cc injectors, AS Performance uprated fuel pump, uprated high-flow fuel regulator, AS Performance WRC breather system (with sump return), AS Performance remote oil cooler, full RS ECU conversion, REVO Stage 5 software, AS inlet plenum with ported and polished lower inlet manifold, AS Pro Series header tank, Pro Hose silicone coolant hoses, stainless hose clips throughout,

Thermotec gold heat insulation and Titanium lagging used throughout bay, full AS engine bay dress up kit

POWER

500bhp (estimate)

TRANSMISSION

Standard Focus ST 6-speed gearbox, Xtreme Performance 4-paddle carbon-fibre clutch kit, Auto Specialists torque mount with purple bush, Auto Specialists quick shift, Quaife limited slip differential

SUSPENSION

KW V3 coilovers, Summit front and rear upper strut braces, further 8 Summit braces underneath the car, Powerflex poly bushes throughout

BRAKES

K Sport forged one-piece 8-pot calipers with Ferodo DS2500 pads and 356mm grooved discs (front), standard calipers with Mintex pads and Zero Sixty grooved/dimpled discs (rear), Hel braided lines all round, Dot 5.1 fluid

WHEELS & TYRES

8.5x18-inch ET42 white Rota Grid Drift wheels with 225/40/18 Dunlop Sportmaxx tyres

EXTERIOR

Jaguar XF bonnet vents, Triple-R Composites front splitter colour coded in Frozen White, Zunsport front grilles, gloss black modified original grilles (behind Zunsport) to improve airflow, gloss black rear diffuser, matching clear rear fog light with red bulb, custom graphics with stripes in matt metallic blue with gloss black tracer, Airtec logo in Sea Mist Grey both in heat-activated Avery wrap material, white LEDs in the engine bay and behind front grille

INTERIOR

Full SMD conversion in blue LED, blue LED lighting in footwells front and rear, gel overlay and vinyl inlay on steering wheel

THANKS

Alan and Ronnie at Auto Specialists for all the work on the car, Lee at Devil Developments for the advice and input, H&L Graphics for the graphics, Britain's Got LEDs for the interior and under bonnet lighting, D and A Customs for the paintwork, and all at Team Airtec for all the support throughout the build



FOCUS ST

internals along with a pair of RS camshafts.”

On the intake side of things is a K&N Group A filter which feeds an Owen Developments Garrett GTX 3076R turbo with Tial 44mm external wastegate that sits on an AS cast manifold. The boosted air is then cooled via an Airtec stage 3 RS 100mm ‘Gobstopper’ intercooler before entering the cylinders through an Auto Specialists inlet plenum with ported and polished lower inlet manifold.

Fueling is supplied by an AS uprated performance fuel pump via a high-flow fuel pressure regulator to the Bosch 1000cc injectors. The waste gases are spent through an AS V-band custom downpipe, a Mongoose de-cat pipe and finally to the atmosphere out of the backbox of a Milltek Ultimate exhaust.

It’s a violent process at full chat, which generates a lot of heat, so Al has seen fit to protect the vital engine components with Thermotec gold heat insulation and titanium lagging, which he has seen fit to use throughout the engine bay.

“The ST’s standard six-speed ‘box remains, but the clutch has been uprated to an Xtreme Performance 4-paddle carbon-fibre item which is an amazing piece of kit,” highlights Al. “It’s no

heavier to use than a standard RS item, yet it can hold over 600lb.ft of torque. Along with the Quaife auto torque biasing front limited slip differential, it’s an essential modification in order to get all five-hundred horses to the tarmac and make full use of the available grunt.”

A set of KW Variant 3 coilovers also help make best use of the power and allow Al to keep his toe in when it comes to the twisty stuff too.

The coilovers are combined with a host of Summit under body braces and Powerflex bushes used throughout the suspension components. Al’s screaming ST may have been developed as a road car but it can still cut it on the track, if the need arises.

“I hope to do more track work with it next year,” Al reveals. “After all, that’s what a lot of the work has been designed to do. But rather than turn up on a trailer, I can drive to the track in comfort, put in some scorching laps, and then simply drive home again. It really is the best of both worlds.”

So as long as Al has his Focus to blow away the cobwebs from a week stuck in the gridlock of his daily grind in the cab of his art car, he’ll never find that driving becomes one of those things you can have too much of! 🏁



K-Sport brakes peek out from behind the Rota rims

“I hope to do more track days with it next year, that’s what a lot of work has been designed to do”



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Ford Fair 2015 was one of the biggest ever!



2015

Celebrating its 30th Anniversary, 2015 saw one of the biggest and best Ford Fair events ever!



It's the biggest Blue Oval show of the year, and this year, as it celebrated its 30th anniversary, Ford Fair promised to be even bigger and better than ever before. And Europe's largest Ford festival definitely didn't disappoint. For many, including us, 2015 was the best Ford Fair ever!

With over 4600 club cars on show, every available inch of Silverstone was littered with Blue Ovals. With 139 different club stands on show the range and diversity of Fords on show was the biggest you're likely to see anywhere in the world. From classic Anglias and Cortinas to the latest Focus and Fiesta models, from stripped-out track weapons to jaw-dropping show-stoppers, it was all at Ford Fair 2015. Of course, there were plenty of model-specific stands to drool over from various

owners' clubs and forum groups, but the depth and breadth of the fast Ford scene is such that we are now starting to see groups that are not only model-specific, but are colour-specific too! All with decent turnouts, vivid displays, and top-notch motors on show!

Naturally, with this many seriously sorted Blue Ovals all in one place, we weren't far behind, and your favourite Ford tuning mag had a stand right at the heart of the show. With over 90 cars on display, the *Fast Ford* stan hosted some of the best Fords that could be found anywhere in the show, including a special display celebrating 30 years of the mighty Sierra Cosworth. And on top of that, we also hosted two track sessions, dedicated to the 'UK's Fastest Fords' – which happened to include a selection of Cossie-powered Focuses, Fiestas and Escorts, genuine Sierra RS500

Touring cars, and an ex-BTCC Mondeo, among plenty of others!

It wasn't just demo cars on track though, for the majority of the day the public track time saw hundreds of Blue Oval owners put their own cars through their paces on the legendary Silverstone circuit.

Of course, the track wasn't the only place to catch a glimpse of the action at Ford Fair either. Ford UK once again brought along their Live Action Arena, a selection of current models, and a Russ Swift to have a play in them! Needless to say the two-wheeled, tyre-smoking, J-turning demos that ensued kept the huge crowds entertained – especially when Russ called upon their help to act as real-life cones!

Naturally, Ford Fair 2015 was brimming with traders and retailers offering the very latest products for your fast Ford, offering special show discounts too. Headline



**Words Jamie
Photos Matthew Dear &
Pawell Borowski**

sponsors, mountune, impressed with their stand, which saw huge queues of people all eager to get their hands on the latest mountune goodies – and even have them fitted to the car at the show too!

And, of course, the hotly-contested concours competitions dominated the paddock area with some of the cleanest, best-presented Blue Ovals you're ever likely to see, all battling it out for concours honours.

For years Ford Fair has been the biggest Ford show of the season, but far from resting on their laurels the show organisers are constantly finding ways to improve and make the show bigger and better than previous years. And this 30th anniversary show was without doubt one of the best we've ever been to. We can't wait for next year already!



The Fast Ford stand was packed with past, present, and future feature cars on display



FAST FORD MAGAZINE

You couldn't miss your favourite Ford tuning magazine right at the heart of the show. Featuring over 90 of the finest Fords our stand was one of the largest at the show, with special displays celebrating 30 years of the Sierra Cosworth, a selection of mental Mk3 Fiestas, a series of Cossie-engined Focuses, and some of the very best past, present, and future feature cars. And in addition to that we had the famed 'Fastest Fords' display too, which included everything from genuine RS500, RS Turbo, and Mondeo Touring Cars, through 800bhp-plus Escort Cossies, RS200s, to the very latest builds and projects, such as Marc Kinsey's YB-powered Mk6 Fiesta from the cover of last issue! And these machines weren't just sat in the pit garages all day, oh no. They had two track sessions all of their very own too!

The Fast Ford stand was also the place to head if you fancied grabbing a bargain or two. With some fantastic subscription deals on offer, and T-shirts, stickers, show plaques, show guides, and back issues all available it's no wonder the stand was packed throughout the day!





The XR Owners' Club won the 'Best Club Stand' award



CLUB DISPLAYS

With 139 different clubs displaying a total of 4764 club cars on show, it's easy to see why Ford Fair is hailed as the biggest and best Ford show of the season! Every available inch of the huge Silverstone circuit was crammed full of Blue Ovals of all ages. And this is what makes Ford Fair such a great event – you guys displaying your beloved Blue Ovals for other enthusiastic Ford-lovers to gaze at. This year saw some epic displays, and featured just about every Ford model there is, but a special mention has to go out to the XR Owners' Club who bagged the 'Best Club Stand' trophy as awarded by Arian Flux's Fluxbabes.



The Retail Village was huge this year!



FORD FAIR 2015



RETAIL VILLAGE

Alongside attracting the greatest Blue Ovals from all over Europe, Ford Fair also hosts a huge Retail Village to offer show-goers the chance to pick up a bargain or two. This year saw an impressive 100 trade stands, offering everything from simple stickers through to complete engine builds, from hard-to-source second hand parts to the very latest tuning goodies to hit the market.





"THE CLASSIC ZONE WAS HEADED UP BY CLASSIC FORD MAG"

Ray Gimbert's insane YB-powered, carbon fibre Anglia was on the Classic Ford stand



CLASSIC ZONE

As Ford Fair welcomes Blue Ovals of all ages it's only right that the classics have their own area too. Headed up by *Classic Ford* magazine, the Classic Zone was filled with displays from all classic car clubs. *Classic Ford* themselves also had a rather special display on show, celebrating 40 years of the Mk2 Escort. And according to the guys at *Classic Ford* this was the biggest gathering of Mk2s they've ever seen in one place at one time!

The Classic Zone was supported by Burton Power, who formed part of the *Classic Ford* stand. The guys at Burton had their hands full when asked to pick the winner of the 'Homebuilt Hero' award, but their chosen recipient, Lee Bright and his Mk1 Escort, proved a worthy victor!



Lee Bright and his Mk1 Escort won the Homebuilt Hero award





The standard of the concours cars at Ford Fair is out of this world!



CONCOURS

The concours competitions are a big part of Ford Fair, with some of the very best-presented Blue Ovals you'll ever see all doing battle to be crowned best in their class. This year, as you'd expect, the competition was just as fierce as ever. And this year saw the return of the novice classes, designed to encourage first-timers to get involved without the fear of being outdone by the seasoned concours veterans. And, new for 2015, there was a brand new category for vans introduced too!

Each car was thoroughly assessed by the team of expert judges, and points awarded accordingly based on the condition of engine bay, underside, interior, boot, glass, exterior, bodywork, modifications (modified classes) and original features (standard classes). The ones who scored the highest won their classes. Also, as well as the individual classes there is the big one, the one that all competitors have their eyes on – the 'Best In Show' award, one for standard and one for modified classes. These top honours went to Marc McCubin and Martin Lewis respectively.

WINNERS

Class A – Cosworth (all variants) – Marc McCubin
 Class B – Escort Mk1 – Mk2 – Roger Wilkes
 Class C – Escort Mk3 – Mk6 – Andy Dunelow
 Class D – Fiesta Mk1 – Mk3 – Ed Owers
 Class E – Fiesta Mk4 – Mk7 – Paul Cox
 Class F – Capri (all variants) – Andrew Sheppard
 Class G – Focus (all variants) – Julian Richards
 Class H – All other models pre-1999 – Brian Betteridge
 Class I – All other models 2000-on – Alex Goodier

MODIFIED

Class M1 – Cosworth (all variants) – Martin Lewis
 Class M2 – Escort Mk1 – Mk2 – Alex Wallace
 Class M3 – Escort Mk3 – Mk6 – Michael Fern
 Class M4 – Fiesta Mk1 – Mk3 – Stuart Twite
 Class M5 – Fiesta Mk4 – Mk7 – Nathan Williams
 Class M7 – Capri (all variants) – Alison Freestone
 Class M8 – Focus (all variants) – Sebastian Gerrard
 Class M9 – All other models pre-1999 – Jon Oxborough
 Class M10 – All other models 2000-on – Simon Crosby

NOVICE

Class N1 – Novice pre-1999 – Scott Tomlinson
 Class N2 – Novice 2000-onwards – Steven Wilkins

VANS

Class V2 – Vans 1991 – 2005 – Stephen Gerrard
 Class V3 – Vans 2006-onwards – David Epworth

BEST IN SHOW (STANDARD)

Marc McCubin

BEST IN SHOW (MODIFIED)

Martin Lewis





**“THE TOP 20 CARS
WERE SELECTED TO DO
BATTLE ON THE DAY”**

Belgian Ford fan Rivolino De Clercq's long trip to Silverstone was worth it when he won the Show and Shine competition!



SHOW AND SHINE

As well as the vast array of club cars on show, Ford Fair also hosts the Show and Shine competition. In the weeks leading up to the show you guys were sending in pics of your cars putting them forward for the competition, the show organisers sifted through all the applications and chose what they felt were the top 20 cars to do battle on the day to be crowned the Show and Shine champion. The display could be found next to the Live Action Arena, and at 13:00 they enjoyed a parade around the Live Action Arena before the overall winner was announced. That accolade went to Rivolino De Clercq who had driven his winning Mk3 Focus all the way from Belgium to be part of the show!

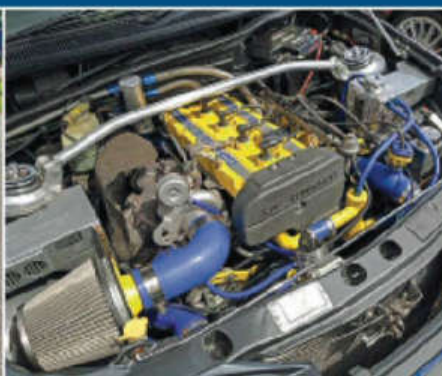


Russ Swift performed some awesome stunts to entertain the crowds!



LIVE ACTION ARENA

Once again Ford UK formed a big part of the show, and once again they brought along the always-entertaining Live Action Arena. They also kindly brought along a selection of current models and a certain Russ Swift, then promptly gave him the keys to the cars, pointed him in the direction of the coned-off tarmac area and told him to go and have some fun! The resulting stunt show saw Russ J-turning, smoking tyres, and driving around the Arena on two wheels as he performed one of his world-famous driving routines.



FORD FAIR 2015

“SIMPLY SOME OF THE FASTEST FORDS THE UK HAS TO OFFER!”



Marc Kinsey's ex-cover car YB-powered Fiesta was going well on track



Paul Linfoot was giving his RS500 Touring Car some abuse - nice!

FASTEST FORDS

Forming part of our magazine stand was a special display of the 'UK's Fastest Fords'. These, as the name suggest, were simply some of the fastest Fords the UK has to offer! This year the line up including everything from genuine RS500 Touring Cars, to mental 800bhp-plus Escort Cosworths, to RS200s, to all manner of seriously-specced Blue Ovals.

We simply couldn't keep machines like this cooped up in the pit garages all day, so we arranged for two dedicated track sessions where these awesome fast Fords could get out on track and really stretch their legs. Watching proper '80s and '90s Touring Cars go bumper-to-bumper for 20 minutes, catching a glimpse of some of the most powerful Cosworth-converted cars in the country come flying past, and gazing in awe at a four-wheel drive Escort Cossie drifting its way around the entire Brooklands, Luffield, and Woodcote sections of the track was, without fail, one of the highlights of the day!



Andrew Gallacher spent most of the session going sideways as he drifted around in this 800bhp-plus EsCos!



Andrew Kirkley was on track in his ex-BTCC RS500



"THE TRACK PLAYED HOST TO TWO DRIFT DEMOS"



DRIFT DEMOS

The track also played host to two drift demos, which saw sideways, tyre-smoking Blue Ovals slither their way around the circuit, much to the appreciation of the huge crowds that had gathered to witness the spectacle.

Motorbase Performance's Fast Ford-sponsored BTCC Focus could be found on the mountune stand



FORD FAIR 2015

MOUNTUNE

Headline sponsors, mountune, could be found right at the centre of the show, and with such a huge stand they simply couldn't be missed. The mountune guys really got behind the 30th anniversary, pulling out all the stops to make their stand bigger, better, and more entertaining than ever before. As well as a range of current mountune-equipped models on display, the stand also included the Fast Ford-sponsored Motorbase Performance BTCC Focus too! With plenty of new products being released on the day, alongside some fantastic show offers, the mountune stand was packed throughout the day. They even offered a fitting service for selected products too, so not only could you buy the latest upgrades, you could enjoy them on the drive home too!





FORD FAIR 2015



Show-goers could take their own cars on track too



PUBLIC TRACK TIME

Silverstone's National circuit was in full swing all day, as the public track time meant show-goers could get behind the wheel of their own Blue Ovals in these Ford-only sessions. The action came thick and fast throughout the day, as Ford fans followed in the tyre tracks of F1 greats both past and present as they headed through Silverstone's legendary corners such as Copse, Maggotts, Becketts, Brooklands, Luffield, and Woodcote!



The track was action-packed throughout the day!



The Mk3 Focus RS caused a bit of a stir!

FORD UK

With so many Blue Ovals all in one place it's only natural the Ford UK themselves get involved with Ford Fair. And this year they brought along something rather special indeed – the brand new Mk3 Focus RS! The Ford stand included a range of current models, but undoubtedly the new Focus RS was the centre of attention. Sat on a rotating platform, allowing onlookers to get a full 360-degree view of the next generation RS, it really did steal the show. We can't wait to get behind the wheel of this thing!





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15 th Sept	Castle Combe	£179
16 th Sept	Oulton Park	£235
16 th Sept	Blyton Park	£129
17 th Sept	Snetterton 300	£159
20 th Sept	Mallory Park (103dba)	£169
20 th Sept	Woodbridge	£129
24 th Sept	Mallory Park (103dba)	£149
26 th Sept	Blyton Park	£129
27 th Sept	BLYTON PARK SPRINT	£139
30 th Sept	Blyton Park	£109
1 st Oct	Cadwell Park	£109
2 nd Oct	Anglesey (GP & Coastal)	£159
4 th Oct	Cadwell Park	£139
5 th Oct	Snetterton 300	£119
7 th Oct	Croft (105dba)	£159
9 th Oct	Donington Park	£245
10 th Oct	Mallory Park (105dba) ***	£159
11 th Oct	Blyton Park	£139
12 th Oct	Castle Combe	£179
13 th Oct	Oulton Park	£169
14 th Oct	Blyton Park	£99
17 th Oct	Woodbridge	£129
16 th Oct	Donington Park	£249
19 th Oct	Snetterton 300	£199
24 th Oct	Bedford Autodrome GT	£199
25 th Oct	Blyton Park	£129
30 th Oct	Croft (105dba)	£179
31 st Oct	Croft (88dba)	£149



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SIMON FIESTA MK6



Wenny's mental Mk3 Escort is somewhat of a Santa Pod legend!



Impact with the wall registered 2G!



The offending item – one broken rear driveshaft...

WENNY/MK3 ESCORT

REBORN!

Wenny's infamous YB-powered Escort joins the *Fast Fleet* as the epic Mk3 is reborn...



Hi everyone. I'd just like to introduce myself and my Mk3 Escort. My name is Wenny - regular readers may have seen my full feature from the August 2013 issue

(older readers may even remember the first feature back in 2007!) and I've cropped up in various Santa Pod show reports in the mag over the years too.

And that's where the car, and me, like to spend most of our time. We've battled highs and lows over the years, and to date the car has recorded a pretty impressive quarter-mile time of

9.52 seconds at 145mph.

But recently at the Classic Ford Show earlier this year we suffered a slight mishap! After a weekend of tweaking with the setup we were still struggling to get grip off the line. That's when we made the decision to try a second-gear launch to see if we could minimise wheelspin - something we had wanted to try for a while. With a few small issues ironed out we were ready to give it a go.

Everything went well in the initial launch. The car hooked up really well - probably the best launch we've ever had - but just as I was about to pull for third gear it started going sideways! I thought I had spun on some spilt oil,

but it just wouldn't come back. Instead it continued to power on into the wall! I thought I was going to slide and stop, but no. I hit the wall hard, with the data logger registering a 2G-plus impact! It knocked me dizzy.

It turned out that the rear drive shaft had sheared in two with the force of the launch! And the result was that the car just rear-wheel steered itself into the wall at a hefty speed!

After being taken away by the ambulance and given the all clear I just wanted to get back to the car. My first impressions were "it's done, time to break it," but after all the support and people wanting to see it back again my mates Ginge and K convinced me it was savable. And if I was going to keep I wanted it to come back even better, cleaner, faster, and stronger than ever before. So watch this space, and keep an eye on the mag for detailed updates as the rebuild progresses...



ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



WENNY ESCORT MK3

THIS MONTH

WENNY'S MK3 P52
MOTORBASE'S BTCC
FOCUSES P53
SIMON'S FIESTA..... P54
DAN'S SIERRA..... P55
JAMIE'S ST220 P56

Both Focuses were straight back in the thick of the action!



"GREAT RESULTS!"
MOTORBASE



The cars were immediately on the pace!



MOTORBASE / FOCUS BTCC

BACK IN ACTION!

The Motorbase crew are back in action, securing points finishes at Snetterton and podium places at Knockhill..!

Photos: PSP Images and Jakob Ebrey



After sitting out the first half of the season we were keen to be back on track as we headed to Snetterton, and we were all excited to see what the 2015 car, complete with its new mountune engine, could do.

Both cars were quick in Saturday practice but when it came to qualifying pace both Mat Jackson and James Cole seemed to be

hindered by the 'late-entry' ballast, and would start race one on Sunday from P14 and P20 respectively.

We may be out of contention for the overall Championship having missed the first rounds, but we're not here to make up the numbers. We're here to compete! A point Mat proved by battling through a hectic first race to finish twelfth, and earn the team our first points of the season!

We made some slight setup changes to both cars for the second race, and they paid dividends with Mat finishing P8, while James earned a career-best P11 finish.

Race three was a chaotic affair.

James was battling well in the early stages, before heavy contact forced him back into the pits with significant rear suspension damage. Mat continued his fine form with a great drive resulting in a P6 finish.

We then headed to Knockhill with our spirits high, optimistic for even better results. Mat looked like he would have the car on pole, but was pipped into third place in the dying seconds of qualifying. However, as soon as the flag dropped he found a way past the BMWs in front and soon found himself in the race lead!

Unfortunately a Safety Car incident wiped out the 2.7second gap that

Mat had built up, and despite an excellent drive he had to relinquish the lead and settle for a P2 finish.

Mat was on the podium again for race two, having started in pole as a result of having secured the fastest lap time in race one. However with 66kg of ballast onboard he was immediately under pressure from the chasing pack behind. He held second position until lap 25 saw Rob Collard make a move past, but finishing P3 and earning the team a second Independent race win of the day was still reason to celebrate!

The third and final race wasn't as rewarding. Mat endured a hard fought race to come home in P9, earning yet more points for the team, while James had a difficult weekend and struggled to get to grips with his new drive. Considering we've been away for the first half of the season, we are all very pleased with how the team has performed. And if we can build on that we'll get that overall race win!



**"THE
CAR'S MORE
READY THAN I
AM!"
SIMON**

The Fiesta is ready
for its first rally!



SIMON/FIESTA ST

FULLY BOOKED

SPEC Fiesta ST engine ■ Full roll cage ■ Corbeau Forza seats ■ Reiger coilovers ■ Kevlar body protection ■ ST bumpers ■ FIA-approved fuel drain ■ Pumbed-in fire extinguisher ■ Quaife ATB ■ Bluefin remap

The Fiesta is deemed race-ready, earning its MSA logbook...



The last hurdle to get over before using the Fiesta in competition was to get the car 'log booked'. This involves having the car inspected by a scrutineer to make sure that the car has all the safety equipment required, and that it is all fitted correctly so that the car will be deemed safe enough to rally. The nearest scrutineer to me is Andy Collard, who runs AC's Performance in Bridgwater, so with the car duly

booked in I drove the Fiesta down to let him have a look.

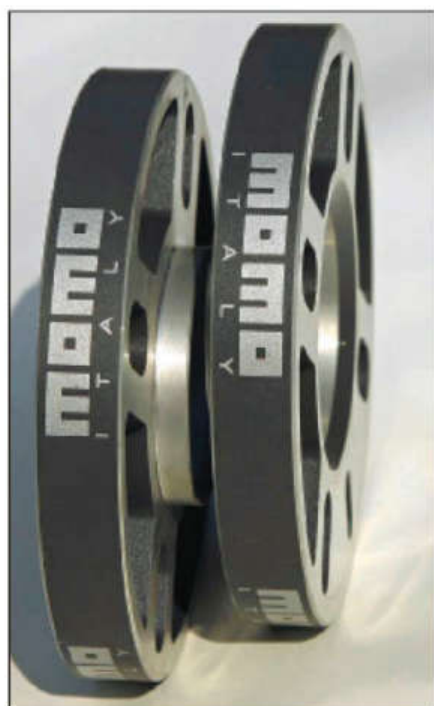
I've been through this process a few times before and although I knew the car was up to scratch, I was still nervous! The process of completing the paperwork and inspecting the car took about an hour. Andy checked all the safety gear, including making sure the cage was fitted correctly, and didn't hide any dodgy welds. The race seats and belts only have a serviceable lifespan of five years, so Andy had to check these were all still in-date too.

My handywork fitting the extinguishers and fuel drain was

also inspected, as well as a host of other items. In the end Andy was satisfied that the car would be mechanically safe. I was given a list of a few small jobs that needed to be done before my first event, but otherwise Andy was happy and would send the necessary paperwork off to the Motor Sport Association, who issues the logbooks. Finally the car is now ready to compete. I just wish I could say I was as ready as the car! Gulp.

THANKS

Andy Collard from AC's Performance





Subtle changes can make a big difference to the overall appearance

**"FINALLY
THE GOLD
WHEELS ARE
GONE!"
DAN**



Applying the film was a doddle!



Spacers definitely help the MOs fill the arches better

DAN/SIERRA COSSIE

POCKET MONEY MODS!

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOs ■ Hose Technik hoses ■ Powerflex bushes

Dan makes some subtle improvements to the Sierra's looks for just a few quid...



If there's one thing I've always disliked about the three-door Sierra Cosworth (and its unobtainium-plated counterpart the RS500) it's the way the standard

7x15-inch alloys sit tucked inboard of the bodywork like shopping trolley wheels on a hovercraft. Those wide arches were so obviously designed to take monstrous 10-inch centre-locks and slicks; the Sierra's RS rims just make me think of Max-Powered Corsas with Kingdom bodykits.

Of course, the 7.5x17-inch Compomotives on my car filled the spaces a bit better – and, ultimately, will be replaced by something bigger and deep-dished – but they've now received two massive improvements for not much money.

Crucially, I've added a pair of

20mm Momo spacers (just £20) to the rear end, which give a dramatically improved stance. And, is it just me, or are these bits incredibly attractive? Whereas spacers I've used in the past have looked like shards of alloy someone found in a skip, it actually seems a shame to hide these Momos behind the wheels.

Fitting was easy too. Momo supplied a set of longer studs, which meant removing the 29-year-old originals from the Sierra's hubs. With an old steel-wheelnut spun onto each thread, I whacked them face-on with a lump hammer until they popped out from behind. Fitting the new studs meant a little WD40 and using the same steel-wheelnut and a deep-reach socket to wind them into place.

Yes, the tyres are now rubbing, so the arches will need trimming (I could raise the Gaz coilovers, but that would just spoil the looks), which is a job that needs doing properly; it'll have to



wait a few months.

While the rims were off the car I also popped on a pair of plain black EBC discs (I'll buy some 4x4 calipers later) and finally got rid of the wheels' nasty gold paintwork.

Rather than a full respray, I opted for Foliatic spray-film in a subtle shade of bronze. The kit comes with two cans of quick-drying film, cleaning wipes and a set of masking cards, which mean a colour change can easily be completed within an hour. The perfect job for a summer's evening.

I'm told Foliatic film can be removed anytime I like, but I'm so chuffed with the colour, there's not much chance of that.

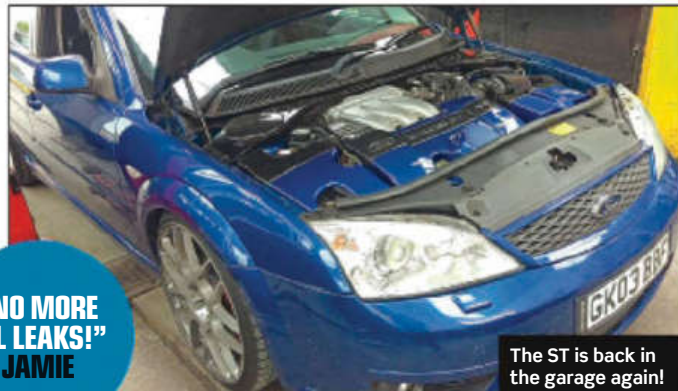
THANKS

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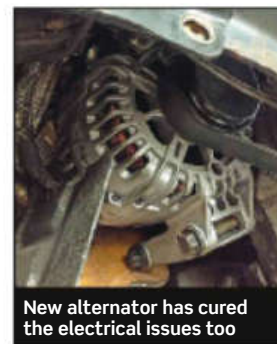
FAST FLEET

"NO MORE OIL LEAKS!"
JAMIE



The ST is back in the garage again!

In a bid to stop the oil leak Jamie's had all the engine gaskets replaced!



New alternator has cured the electrical issues too

JAMIE / MONDEO ST220

STOP LEAKING!

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads ■ Cades Bern alloys ■ Continental tyres ■ Infinity custom exhaust ■ Focus ST calipers ■ EBC discs and pads all round ■ Kenwood radio ■ Superchips Bluefin ■ Permashine ■ Fourdot custom plates ■ ST Suspensions coilovers ■ Dipped engine covers

Jamie finally gets the Mondeo's oil leak sorted...by replacing nearly every gasket on the engine!



There's one thing that's been annoying me about my Mondeo ever since I bought the car. And regular readers will know exactly what it is,

as I'm sure I might have mentioned it just once or twice in the past! It is, of course, the annoying oil leak deep in the bowels of the engine that manifests itself after a spirited drive by dripping the finest fully synthetic all over a hot exhaust! Well this month I finally got it sorted, but not before another annoying issue reared its ugly head once again...

Occasionally the battery light would flick on and off, and when it did it would play havoc with the car's electrics – typically by causing

the radio to turn itself on and off in sequence with the battery light flickering on and off. It only happened a couple of times, and because it was so infrequent I decided it couldn't be that serious. But recently it started to happen more and more often, until the point I was en route to the Sierra Cosworth 30th anniversary photoshoot at Santa Pod last month when the battery light stayed on longer than it ever has before.

At that point I decided enough was enough and I needed to get it all fixed. And because the alternator needed to be removed as part of the process of replacing the leaking timing chain case gaskets, it made sense to do it all in one go.

I winced at the price – the gaskets alone take a full day to replace! – but decided that stumping up the cash would be a better option than having

a car sat on the drive that I can't use! Especially as we're in mid-summer show season and I needed to be at various events up and down the country, including Ford Fair!

So I called upon the services of my local main dealer, Tarnock Garage, to get it all sorted for me. People often run away from taking a 12-year old car to their main dealers for work like this, but I really don't understand why. They will have seen and worked on more ST220s than any other garage in the area, have instant access to genuine replacement parts, and the labour charges are no more expensive than any other reputable garage.

Tarnock's Rob Walker has, through no choice of his own, become the Mondeo's chief mechanic, so it's no surprise the unenviable job of replacing the timing chain gasket and alternator fell to him this time too.

But while I was at it, I decided to get him to replace anything that was perished, leaking, or looked like it could do with being replaced. So not only did Rob replace the alternator and timing chain case gaskets, he also fitted two new rocker cover gaskets, a new sump gasket, a new crank seal, new upper inlet manifold gaskets, and pretty much every other gasket on the engine too!

But at least it has fixed the bloody leak! And the new genuine Ford alternator means that I can use all of the ST220's electric luxuries without fear of the car dying – which is particularly handy when you consider autumn's not far away and it'll soon be time to fire up the heated seats again!

I picked the car up from Tarnock just a few days before Ford Fair, so its first test was a 300mile round-trip to Silverstone and back. And that was swiftly followed by a further 400mile journey to mountune and back again. On top of that I've racked up a fair few miles just pottering about too, so I must have covered over 1000miles by now – time enough to say with a degree of confidence that the problem is fixed. Finally.

Next up, look at the bodywork...

THANKS
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YOU CAN'T RUSH PERFECT

Roger Kidd's epic Escort RS Turbo has been seven years in the making, but now this incredibly trick, Focus RS-powered S2 is finally on the road! And the results were well worth the wait!

Words: Jamie Photos: Michael Whitestone



ION



There's an old Chinese proverb that states good things come to those who wait. Or was a Guinness commercial? Either way, someone said it – and they were right.

No more so than in the case of this stunning S2 RS Turbo's owner, Roger Kidd. Growing up as a Ford fan he was surrounded by Blue Ovals and naturally as a young lad his heart lusted after XR2s, XR3is, and ultimately RS Turbos. "I was at college at the time," Roger remembers, "and I deliberately didn't spend my student loan, so that as soon as I graduated I could buy myself an RS Turbo!" And believe it not, that's the very same car you see here today, albeit in a completely different guise. "Yep, I've owned the car since I was 19," laughs Roger.

Back then it was a Diamond White '88-spec S2 with a spec list that epitomised '90s RS Turbos, including Kent cam, hybrid turbo, K&N filter, Scorpion exhaust, Konis, and a Superchip – all producing a respectable 170-180bhp.

Like many keen enthusiasts Roger couldn't resist adding to that list, and a chargecooler ("which caused me nothing but trouble!") and a host of other bolt-on upgrades soon followed. That was until the internally-stock CVH could take no more, and inevitably went pop.

By this time however, Roger had been to a few shows and events, including the ever-impressive Ford Fair, and had been admiring the fit and finish on some of the concours contenders. "I was blown away by them!" he admits. So much, in fact, that when the old CVH went bang Roger decided to use the opportunity to paint the engine bay. "My best mate, Marc Powell, is a paint sprayer – which has come in really handy over the years!" he laughs.

To replace the old CVH Roger found himself a recently-built 2.1-litre ZVH, removed from a mate's S2 RS Turbo after he had written the car off. The 230bhp replacement proved reliable and remained in the car for a good few years, even if it did mean Roger "went through a gearbox a month!"

In the meantime the body saw some significant changes, the most eye-catching of which was a colour change to Alfa Romeo's pearlescent Nuvola Blue, which was very popular at the time. Eventually, after years of hard abuse the trusty ZVH threw in the towel, and when the replacement CVH he fitted just to keep the car on the road lasted less than 900 miles, Roger decided enough was enough. "I'd had enough. I was fed up with engines and gearboxes blowing up all the time, the paint looked tired and I decided it would be best to pull it all apart and start again," Roger grins, "but that was over seven years ago! I had no idea it would take this long, or be this challenging!" ➤

To start with things all



DRIVER SPEC

ROGER KIDD

Age: 33

Job: Tree Surgeon

First Ford: Mk1 Fiesta Supersport

Favourite Ford: Sierra Cosworth RS500

Best mod: Engine and gearbox!

What's next: Bigger brakes and new seats

➤ went to plan. The car was fully stripped to a bare shell and any panels that weren't 100 percent perfect were simply binned and replaced. Roger even got lucky when he called a local Ford main dealer in Gloucestershire and they were still able to get hold of brand new genuine panels. And with a best mate who's a bodywork specialist by trade, the RS was soon as solid as the day it left Dagenham and sitting pretty in a shiny new coat of Graphite paint too!

But this is the part in the story where Roger's demand for nothing short of perfection meant progress started to slow. "Before I could get the car back on its wheels I had all the S2 running gear powdercoated and refurbished. It was also about this time that I saw Jamsport head honcho Jamie Going's awesome RS Turbo with its trick rear suspension. I wanted a similar setup, so things were on hold while I had the custom rear compression struts all fabricated," laughs Roger.

Another example of his attention to detail slowing things down can be found when you lift the bonnet. No, not the engine – we'll come on to that later – the smooth and flawless engine bay. "I worked out that I'd put in over

120 hours just making the engine bay smooth. And that was before any paint or primer had even been applied!"

This beautiful engine bay would house a 2.1-litre turbocharged Black Top Zetec, or that was the initial plan anyway. That was until a mate planted a little idea in Roger's head: "the idea of the Mk1 Focus RS engine and gearbox made a lot of sense – it would be reliable, tough, powerful, and easy to tune. It sounded perfect, but little did I know just how much work would be involved in getting it all in place!" admits Roger.

Things weren't made any easier for Roger by the fact that his daily workload had increased which meant he simply didn't have the time to tackle the project himself.

Therefore the job of making everything fit was given to someone else. "I'm not going to name names, but he had the car for over two years and didn't even get it to a point where it would run!" an angry Roger remembers, "the install wasn't even very nice! And when I took the car back I ended ripping it all apart, re-fabricating all the mounting points, re-wiring everything, and basically starting all over again!"

Naturally Roger was keen to get things moving again, but progress was



Interior has been retrimmed to match the FRS seats





“It’ll spin the wheels in all gears if you’re not careful, and there is zero lag. It just gets up and goes!”



Stack dash replaces the standard instrument cluster





TECH SPEC

ESCORT RS TURBO

ENGINE

2.0-litre Duratec RS engine conversion from Mk1 Focus RS, ported and polished cylinder head with larger valves, Piper high lift cams, green injectors, stainless steel tubular exhaust manifold, GT28 turbo, Forge actuator, AEM in-tank fuel pump, Jenvey 3.5Bar fuel pressure regulator, full braided fuel lines with Aeroquip fittings, modified GRS front mount intercooler, Airtec alloy radiator, external Kenlow slimline fan and internal Spal fan, custom stainless steel coolant pipework, alloy custom inlet pipework, ITG air filter, Omex 600 ECU, Mocal oil cooler, black silicone hoses throughout, custom header tank, custom solid engine mounts and various brackets

POWER

320bhp and 346lb/ft at 18psi

TRANSMISSION

Focus RS MTX75 gearbox conversion, Gripper plated diff, modified Renault CV joints, custom driveshafts and mounting brackets with polyurethane bushes

SUSPENSION

Gaz 'gold' coilovers all round, S1 RS Turbo front anti-roll bar and tie-rod setup, adjustable TCAs, custom rear compression struts, fully rose-jointed throughout, Quaife quick rack with Corsa B electric power steering on column

BRAKES

Front: Compbrake B4 four-pot calipers with 315mm discs and EBC GreenStuff pads

Rear: Compbrake calipers with Focus ST170 rear discs, custom caliper brackets

Mk5 Escort RS2000 brake servo and master cylinder, Tilton bias valve

WHEELS & TYRES

7.5x17-inch Compomotive MO5 alloys with 205/40x17 Toyo tyres, wheel stud conversion

EXTERIOR

Full bare metal respray in Graphite pearl inside and out, carbon fibre roof and bonnet, S2 RS Turbo bodykit, rear wiper removed and smoothed, side repeaters removed and smoothed, custom '90-spec bumper, smoothed rear bumper, tinted lights

INTERIOR

Mk1 Focus RS Sparoc bucket seats, retrimmed doorcards to match, flocked dash, alcantara headlining, Stack dash, A-pillar mounted boost and AFR gauges, Sabelt steering wheel, push button starter

THANKS

To my wife Nicola for putting up with it all, Russ Tyler at Tyler engines for the custom brackets, headwork and his expert advice, Neil Weaver at Weaver Motorsport for getting the engine and gearbox mounted in the right place, and to my best mate Marc Powell at MP Auto Bodies for the paint and all his hard work

slow simply because mounting the engine and larger MTX gearbox meant so many parts needed to be modified or simply custom made. But thankfully Roger met Neil Weaver, whose help proved invaluable when it came to getting everything lined up and bolted in place nicely. It added about another year to the build, but eventually the engine and gearbox were fitted, and the wiring loom was all installed properly too," remembers Roger.

At the same time Roger was already replacing standard components with upgrades, so a GT28 turbo from CR Turbos and a host of other performance goodies soon found themselves fitted to the engine.

But the RS motor was still far from ready to run. "We still had to sort a water system, get an alternator to work, and had a million other little bits to get sorted before it would fire up," Roger sighs.

Russ Tyler was called in to help make the necessary custom brackets to get all the ancillaries in place, and to wire up the Omex 600 ECU before eventually getting

the car to run for the first time in over five years!

Things then took another huge set back when, during the first mapping session on the dyno, an electrode from one of the spark plugs fell off, rattled around the head, and damaged the valves! "With the head off, Russ then talked me into going for bigger ports, larger valves, and a set of performance camshafts," laughs Roger, "and that added nearly another year before the car was running again!"

In that time Roger decided that the stock front suspension should be upgraded with S1 RST parts, notably the famed S1 anti-roll bar and tie-rod setup, coupled with adjustable TCAs and rose joints throughout.

On the inside Roger wanted to keep the Focus RS theme going, so opted to fit a pair of their blue and black Sparco bucket seats. Again, nothing proved to be straightforward and Roger recalls having to weld custom mounting brackets on to the floor – which meant a complete interior respray, again! – to get them to fit. "I'm not even that happy with

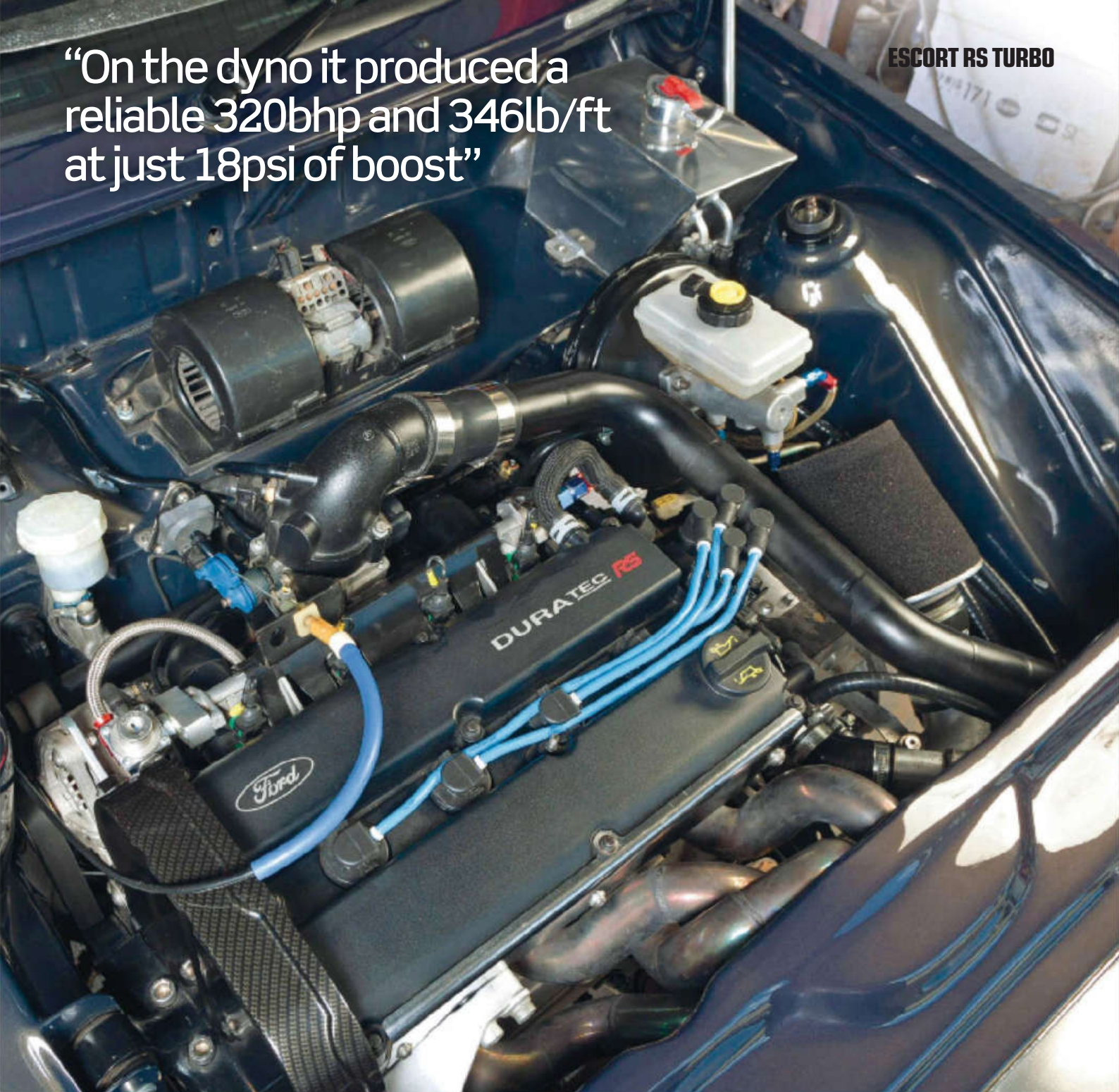


Over 120hours went in to just smoothing the engine bay!

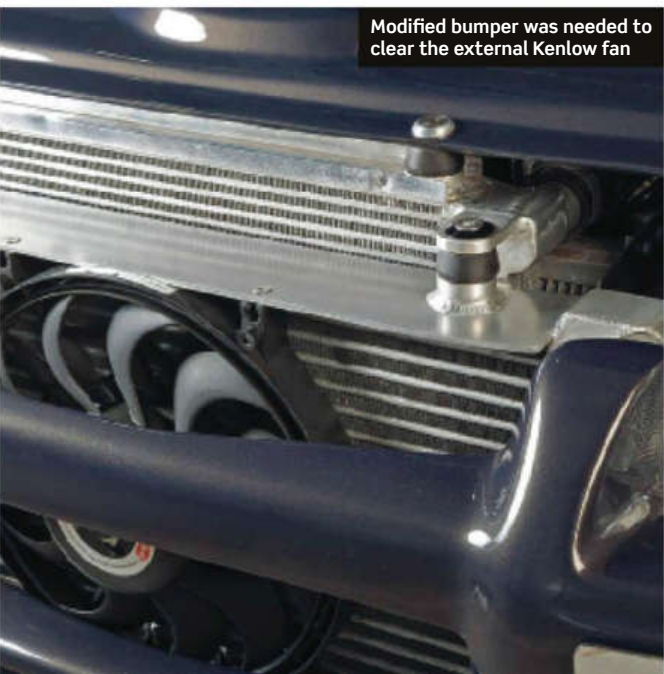


“On the dyno it produced a reliable 320bhp and 346lb/ft at just 18psi of boost”

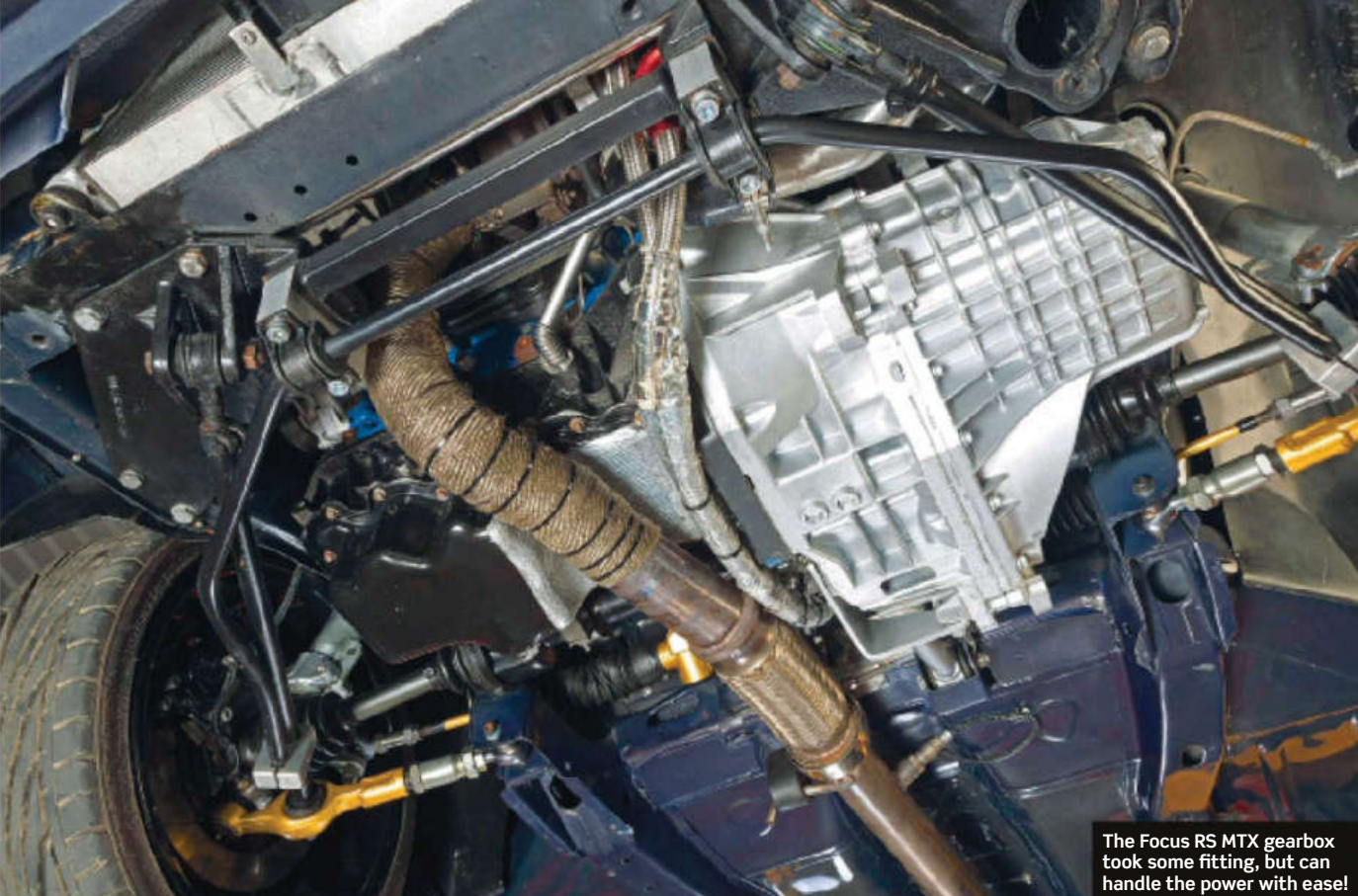
ESCORT RS TURBO



Modified bumper was needed to clear the external Kenlow fan



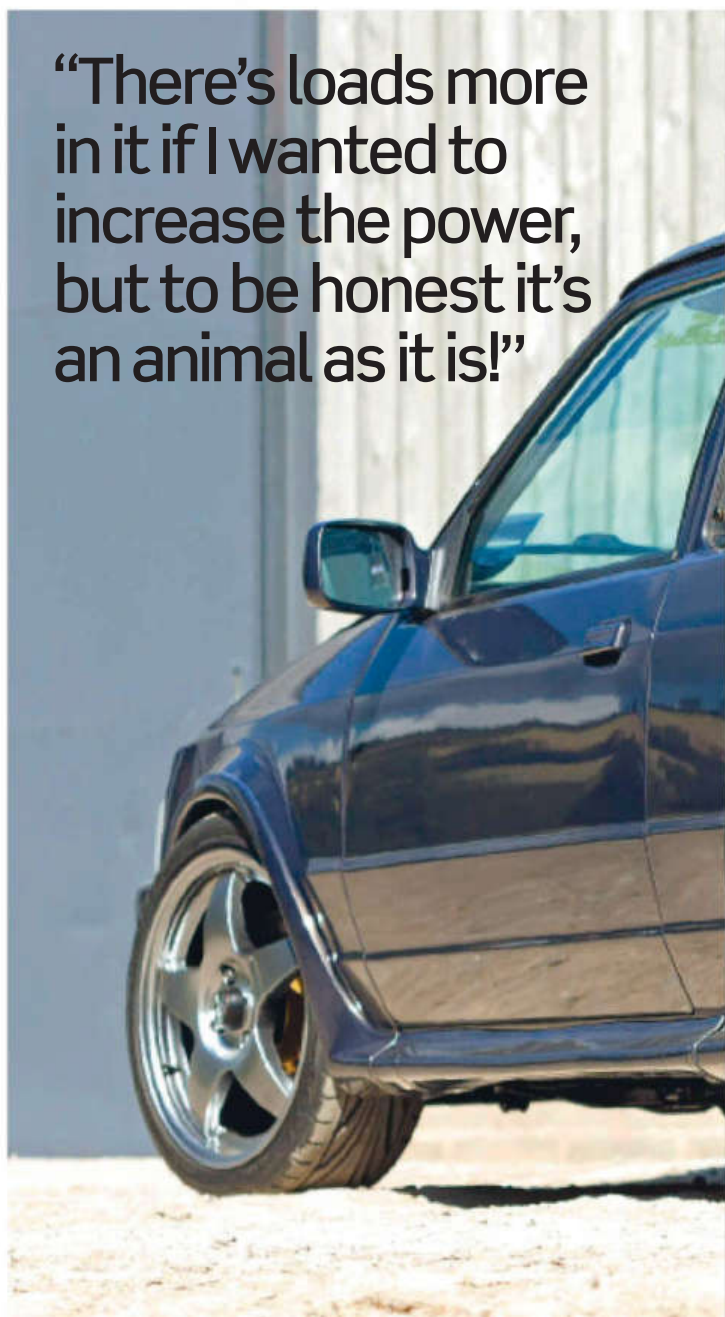
FAST FORD 67



The Focus RS MTX gearbox took some fitting, but can handle the power with ease!



“There’s loads more in it if I wanted to increase the power, but to be honest it’s an animal as it is!”





The trick rear suspension was inspired by Jamie Going's RS Turbo

them," he shrugs, "I'll probably replace them with something else soon."

A Stack dash, selection of flocked plastics, and retrimmed interior to match the FRS's blue and black seats completes the interior, and provides a very functional yet comfortable cabin.


When the freshly ported head was ready to bolt back in place, Roger could at last start to see the light at the end of the tunnel. But there was one more twist along the way: "The engine was running but the new Stack dash kept showing low fuel pressure.

Rather than risk anything he binned off the Bosch 044 pump that he was using and Russ managed to get a high-flow in-tank pump to work in the standard RS Turbo fuel tank. It's quite trick, and involved cutting up two tanks and fabricating yet more custom brackets to get it all to work, but it does mean there's no need for complicated systems with lift pumps and swirl pots etc.

However, even with all that

done the dash kept showing low fuel pressure. "In the end the problem was traced to a dodgy sensor!"

With that sorted, and a Gripper diff now fitted in place of the ATB, the RS Turbo is up and running! And a recent mapping session on the dyno has seen it produce a reliable 320bhp and 346lb/ft at just 18psi of boost. "There's loads more in it if I want to increase the power, but to be honest it's an animal as it is!" smirks Roger, "it'll spin the wheels in all gears if you're not careful, and there is zero lag. It just gets up and goes!"

So, after all this hard work was it worth it? "You bet it was! I love it! I must admit there were a few more twists and turns that I've not mentioned and I nearly quit the project a couple of times throughout the years but I'm too bloody stubborn to give up on it! And now I'm glad I didn't. To me, it's just perfect." So there you have it, it may have taken seven years to complete, but you simply can't rush perfection... 



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The layout at Lydden Hill makes it great for spectators as you can see all around the track from one spot!



Lydden Hill was buzzing as the BHP Performance Show rolled into town for its annual assault on the Kent-based circuit

After last year's event saw seemingly-endless queues of patiently-waiting punters sitting in traffic to enter Lydden Hill for hours on end, we were making our way to the Kent-based circuit with equal amounts excitement and trepidation of what might befall us as we neared the gate. However, as we blasted along the A2 and approached the venue at around 9am, we were shocked at the complete lack of queue at all! So, after a frantic diary check to ensure we'd reached the circuit on the right day, we breezed through the gates and were parked up ready to go in minutes! It seems that, not wanting to be caught up at the gates, the majority of owners displaying their collective polished pride and joy got the jump on the venue and got the queuing out of the way early doors. In fact, some eager beavers were even sat at

the gates from as early as 5am! But whatever the cause or reason, the resultant lack of tailback to get in was extremely welcome and ensured a positive start to the proceedings, especially as the sun was also on fine form and played its part to produce a blinder of a day.

Lydden Hill is a venue that benefits from being laid out around the sides of a giant natural bowl, with the L-shaped circuit at the centre of the action. This means that wherever you are at Lydden Hill you never feel far from the action, and, as BHP is one of the most action-packed shows of the year, that can only be a good thing.

The track is in constant use from the show's opening right up to kicking out time with both amateur drivers, who get their high speed kicks through booking public track time, to full-on Pro demonstrations from classic rally cars, modern

Time Attack racers and the sideways sliding nutters from the drift fraternity, each one doing their best to amp up the crowd and put on a show for the paying punters.

And speaking of punters, from the looks of the full car park on the 'Hill, it seemed there were plenty of people willing to shed their hard-earned cash for a slice of BHP action. And part of the draw of the BHP show is its diverse range of cars on display. Far from being confined to a single marque, BHP embraces all makes and models from standard to modified to full on bonkers, which means there really is something for everyone. We spent hours trawling around the club stands checking out the varied displays, dwelling longer on the Blue Oval badged examples of course, and there were some great ones to drink in.

But ultimately, you don't go to

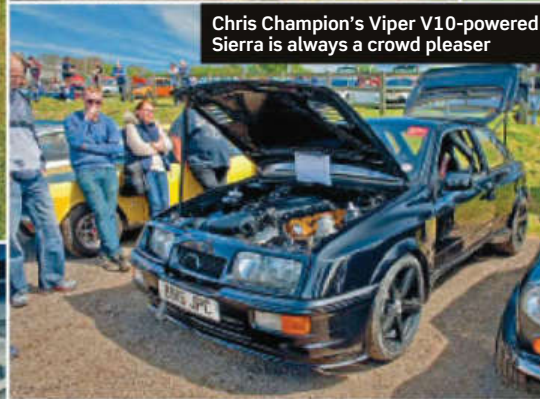
THE BHP PERFORMANCE SHOW 2015



Fast Fords were well represented, naturally!



Chris Champion's Viper V10-powered Sierra is always a crowd pleaser



Words and Photos:
Dan Sherwood

the BHP show to simply look at perfectly polished paintwork, you go there to check out the action on the track!

Although open to all makes, the track sessions were grouped into displays with public track time in between, and for Ford fans it was petrol-fuelled heaven with everything from modern Fiesta STs to rally prepped Focuses, to all out ex-touring car Sierra Cosworths doing their best to destroy their rubber on the track.

Overall, the BHP show was a success, especially as it seemed to get over the issue of cars queuing to get into the venue in the morning. There was obviously a bottleneck of cars at the end of the show, with people trying to exit the venue, but it was nothing that would spoil your enjoyment of the event. We'll certainly be there next year, will you?



"FOR FORD FANS IT WAS PETROL-FUELLED HEAVEN"



THE BHP PERFORMANCE SHOW 2015



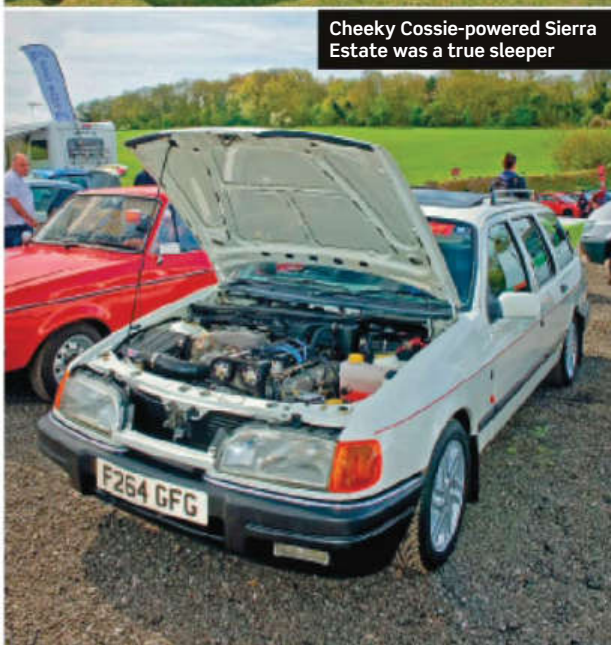
The Texaco livery just looks so 'right' on a Sierra Cosworth



"THERE REALLY IS SOMETHING FOR EVERYONE"



Cheeky Cossie-powered Sierra Estate was a true sleeper

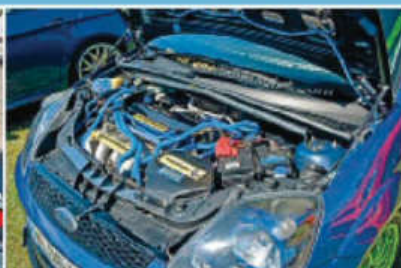




Mk2 Focus RSs were looking good!



YB in a Focus! Nice!





Here's some we built earlier...
...can we build a set for you?

Escort Mk1

GAZ Gold Coilovers for Escort Mk1 now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

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- Anodised outer alloy components

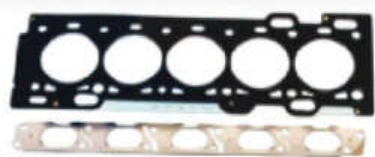
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The UK's Ford scene is nothing if not varied and expansive. Seriously, take the time to stop and consider it for a moment and you'll see that it covers everything from painstakingly restored 100E Pops, to brand new Focus RSs that bristle with modern tech and ooze power, plus of course everything you can imagine in between. Old school cars attract a very passionate, massively vocal following, and whenever we juxtapose something like a three-door Sierra Cosworth with a modern Ford like a Focus ST, you can bet your bottom dollar that it's the older car that attracts most attention and garners more positive comments. Now don't get us wrong, we've absolutely nothing against fast Blue Ovals from the '70s, '80s and '90s (they're what we grew up with), but it's important to recognise that the Ford scene is constantly

moving forward, helped along by some of the, quite frankly, jaw-dropping models Ford themselves have been building of late.

Recently we brought you PumaSpeed's 300bhp Fiesta ST, a car that simply wouldn't have been possible fifteen or so years ago. Yes you could take a Fiesta RS Turbo through the 300bhp barrier, but the resulting car would've been temperamental, raucous, and not the kind of thing anyone but the most ardent of Fiesta fans would've enjoyed driving on a daily basis. This month we're looking at another of PumaSpeed's fast Fiestas, one that, if anything, is even more remarkable than their ST. It's one of Ford's latest Zetec S models,

the one powered by the much vaunted 1.0 EcoBoost three-cylinder. Now before we go any further it's important to put aside any preconceived ideas you might have about what a three pot can and cannot do – we're a long, long way from the agonizingly lethargic units found in '90s Euroboxes! The EcoBoost lump has a healthy 128bhp in factory guise, and the chaps at PumaSpeed have managed to drag that figure up to an astonishing 205bhp!

"It's clear that manufactures are moving to smaller capacity engines with sophisticated turbos, but that doesn't have to mean the end of the tuning industry, quite



THE TINY TITAN

PumaSpeed's Fiesta Zetec S makes a handy 205bhp, and that's with just three-cylinders, less than 1000cc, and totally standard internals!

Words: Jarkle Photos: Chris Wallbank



“Eventually lifting the headline figures to an amazing 205bhp and 260Nm”





The key to the impressive power is in one of PumaSpeed's X-26 hybrid turbos

TECH SPEC

FIESTA 1.0

ENGINE

995cc EcoBoost I3 DOHC 12v, factory internals, PumaSpeed X-26 hybrid turbo, R-Sport crossover pipe, induction kit and intercooler, PumaSpeed large bore silicone turbo elbow and boost hoses, Milltek decat downpipe and resonated cat-back exhaust system, MAXD Stage 3+ calibration/map

POWER

205bhp and 260Nm

TRANSMISSION

Factory gearbox, clutch and open differential

SUSPENSION

Bilstein B14 coilovers and Eibach anti-roll bars front and rear, Breedert rear engine mount, factory suspension mounts and bushes

BRAKES

Front: PumaSpeed Stage 2 280mm discs, factory calipers, stainless steel braided lines
Rear: Factory discs and calipers

WHEELS & TYRES

7.5x18in Ultralite alloys, 215/35x18 Goodyear Eagle F1 Tyres

EXTERIOR

Fiesta Zetec S in white with Triple R splitter and Fiesta ST-converted rear end

INTERIOR

Complete factory Zetec S level interior trim



Milltek exhaust gives this little 1.0-litre a serious bark!

the opposite in fact," explains PumaSpeed's Tony McQuire.

The guys at PumaSpeed took the bold step of buying this very car brand new, so they've had it since the Zetec S debuted back in 2013. In that time it's been methodically pulled apart and put back together to assess just how much power can be extracted and to work out which areas might pose issues when pushed to the limit. Much like their ST, PumaSpeed always intended for this car to be a hard working development mule, hence why it's been through several distinct phases on its way to its current guise. Phase 1 saw it making a handy 140bhp, achieved by simply remapping the ECU and fitting an induction kit. Stage 2 gifted a

whisper under 160bhp (thanks to a free-flowing exhaust and yet another ECU tweak), with Stage 3 bringing a modest increase and leaving the car with 167bhp.

"That's the point where we realised that the Ford factory turbo was reaching its limits and holding the rest of the setup back, hence why we've since swapped to one of our own X-26 hybrid units."

Ditching the OE blower really did open up a whole host of options, with further ECU work in the form of PumaSpeed's MAXD Stage 3+ calibration map eventually lifting the headline figures to an amazing 205bhp and 260Nm. A few bits and pieces were also added to get the three-pot to deliver that figure, including an



The factory interior does as it should, so remains untouched



“The team christened the car ‘The Tiny Titan’, and it stuck”

➤ R-Sport crossover pipe, uprated intercooler and induction kit, and a Milltek downpipe and cat-back exhaust, but it's still a fairly stock looking setup. Whichever way you cut it, that amount of sheer grunt from something so small is deeply impressive, especially as the 1.0's internals are still exactly as they left the line. Simon and Tony at PumaSpeed are quick to praise the engine's design and how unstressed it is in standard guise, with both believing that a similar engine wouldn't look or feel out of place as the default power plant in a future Fiesta ST.

The team at PumaSpeed wasted no time in christening the little car 'The Tiny Titan', and it's a moniker that's well and truly stuck. It's also very appropriate, as this little car really can punch above its weight, having been clocked doing a staggering 153mph on a private road.

Wind back twenty or so years and almost doubling a car's power output would've resulted in one seriously stressed transmission, and it's here that the modern Fiesta perhaps also begins to

show signs of strain. The team at PumaSpeed have found that when pressing on and truly wringing the very last ounce of performance from the car, a small, subtle 'crunch' can sometimes be felt between first and second gear. Tony and Simon are at pains to stress that the issue can also be felt when wringing the neck of standard cars, and that, so far, this example has managed to retain its factory clutch and gearbox, but it's perhaps proof of the huge amount of effort that's been invested in getting such a small car to handle so much power.

Other elements of the chassis are much more traditional, with the emphasis having been put on improving the standard car's already brilliant handling characteristics. In practice that's meant ditching the standard suspension for Bilstein B14 coilovers all round, plus a pair of Eibach roll bars to help link it all together. The standard rubber bushes have been retained – they're more than capable of dealing with the added power, plus they help give



DRIVER SPEC

DANIEL MCQUIRE

Age: 18

Job: Ford tuning specialist at PumaSpeed

First Ford: This one

Favourite Ford: Pumaspeed GTX 350-powered Fiesta ST

Toughest part of the build: Design of the new hybrid turbo

Best part of the build: Seeing the numbers on the dyno








Bilstein B14 kit has got the handling sorted



the ZS a supple, compliant ride. The brakes have been given a suitable overhaul, with a 280mm PumaSpeed Stage 2 kit taking care of things up front, plus stainless steel braided hoses all round. Not rocket science but more than enough to haul this lightweight hatch to a stop in no time at all, especially when coupled with the grippy Goodyear Eagle tyres wrapped round Ultralite alloys.

That mild tweaking of Ford's standard hardware continues both inside and out, with the full interior having been retained in its entirety. The exterior is almost totally stock bar the Zunsport grille, Triple R front splitter and Fiesta ST rear end and diffuser. Again, hardly scene-busting stuff, but it all works together and helps make the overall car look that

much more purposeful.

The largely finished car has now been passed onto Tony's son, Daniel, and at just eighteen years old he now finds himself the lucky owner of one of the most remarkable tuned Fiestas in the UK today. Plans for the future? Well it's probably fair to say that expecting much more power from the standard internals would be a touch foolish, so any further engine work will involve some forged rods and suitably specced pistons. Various power figures have been bandied around and they're certainly tempting, though perhaps for now we should just enjoy the fact that this car exists. We'll end with the fact that this diddy three-cylinder car now makes 25bhp more than a standard, range topping ST. Not bad for a 1.0-litre, eh? 



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It may be a multi-marque show but Fords are always well represented at Trax



It may be a show for all makes and models, but the mighty Ford was well represented at Trax 2015...

TRAX 2015

Traditionally Trax is held at the end of the summer show season, but this year saw the date change from September to July. For the Ford fan this caused a bit of a dilemma, as the new date clashed with the RSOC's National Day event at Donington on the same day. This was no bad thing though, a bit of choice never hurt anyone! Plus, the two shows are very different and are subsequently aimed at different audiences, but such is the wide-spread appeal of the mighty Blue Oval that Trax had more than its fair share of fast Fords on show. Luckily for us, we had our cameras at both events as not to miss a single thing!

Some traditionalists and die-hard Ford fans may turn their noses up at going to a multi-marque show, but they really shouldn't. It allows us to take a step out of our usual circles and get a good look at what other car fans from other circles are doing. That way, we can take inspiration from the modified car scene as a whole, introduce some of the latest ideas to our own motors, and keep

the fast Ford scene feeling fresh and contemporary. And Trax is the perfect place to find that inspiration.

But Trax isn't just about low-slung stanced motors looking cool, it's the 'ultimate performance car event'. That means the track is in action throughout the day, with all manner of modified machinery giving it the beans on the Silverstone circuit. It also hosted some epic drift displays from some of the best drivers in the country – these sideways, tyre-smoking spectacles are always worth a watch.

On top of that, *Fast Car* magazine put on a staggering 100-car display on their stand, featuring modified cars from every scene imaginable – including, of course, a few fast Fords too!

On top of all this, there were competitions to enter, trade stands to visit, live entertainment to watch, and even purpose-built 50cc drift-spec tricycles to have a go on! And, of course, plenty of Blue Ovals to fall in love with too! Here's just some of the best bits Trax 2015 had to offer for the Ford fan...



Eye-catching ST220 went down well





Photos: Pawell Borowski



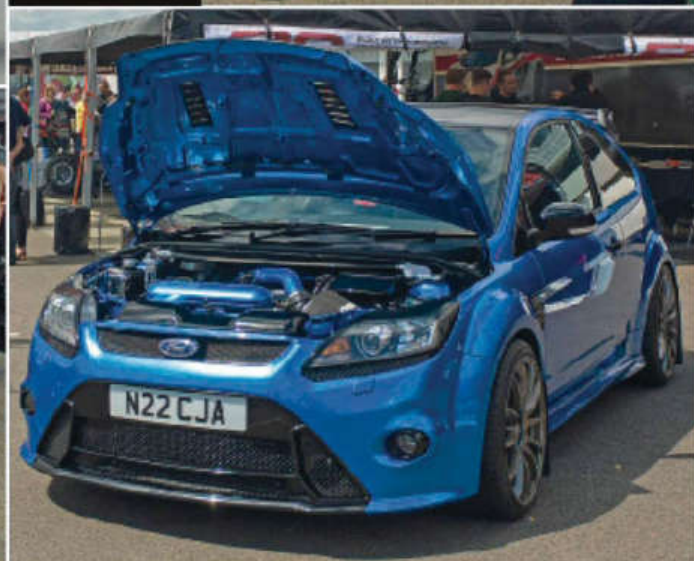
**"THE TRACK IS IN ACTION
THROUGHOUT THE DAY"**



TRAX 2015



The Fiesta is a firm favourite at Trax



This Focus RS was among the most eye-catching cars at the show



Show-goers could get their hands on the latest performance goodies too



TRAX 2015

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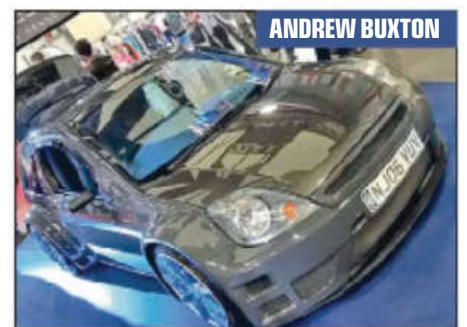
DAVE BOYCE



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**MOUNTUNE
FIFTEEN52 TURBOMAC
WHEELS**

FROM £225

These stunning new Turbomac rims from Fifteen52 are now available in the UK direct from mountune and their PRO dealers. As seen in the Gymkhana SIX video, the Turbomac wheel has been co-designed between Fifteen52 and Ken Block. Essentially it features the same five spoke centre as the Tarmac style, but with an added vented outer ring. Both styles are very strong and relatively light weight, and are available in 17-, 18-, and 19-inch fitments. The Turbomac even features Ken Block's "Block Skull" on the inside as a stamp of approval.
www.mountunestore.com

**SCC PERFORMANCE
REVO RV019 ALLOY
WHEEL**

£POA

This new 19-inch lightweight wheel is the latest offering from Revo. The 8.5x19 ET45 5x108 alloy is the perfect fit for the Focus, and the RV019 has been specifically designed to clear Revo's big brake kits. Weighing in at just 10kg the rims are all produced in the UK by Rimstock, and not only do they offer the performance advantages associated with a motorsport wheel, they also look cool too. Finished in anthracite, the ten-spoke design will look right at home on any fast Ford, but is particularly suited to the modern styling of the Mk2 and Mk3 Focus.
www.sccperformance.com

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GAZ

SAPPHIRE & ESCORT COSWORTH COILOVERS

£1062

The highly acclaimed Gaz 'Gold' coilover units are now available for the Sapphire Cosworth 4x4 and Escort Cosworth. Offering ride height adjustment through 60mm and damping adjustment, these units allow you to tweak the suspension setting to find your perfect balance. The dampers are also treated to a black zinc coating to protect against the elements, and are covered by a two-year warranty too!

www.gazshocks.com



MOUNTUNE

FIESTA 1.0 ROLL RESTRICTOR

£139

This new roll restrictor for the Mk7 Fiesta 1.0 from mountune reduces the amount of engine roll during hard acceleration and gear shifts. Care has been taken to ensure the restrictor reduces the unwanted engine movement without any adverse effects on NVH. Made from high quality materials, the mountune roll restrictor features unique Powerflex polyurethane bushes with elongated cut-outs, specifically designed to minimise horizontal plane NVH. Plus, being polyurethane, the bushes will last much longer than the standard rubber items too.

www.mountunestore.com



POWERFLEX

MK3 FOCUS BUSHES

FROM £45

Powerflex have just released a set of uprated polyurethane roll bar bushes for the Mk3 Focus. The front roll bar bushes are available in 21mm, 22mm, 23mm, 24mm, and 25.5mm for just £47.76. The rear roll bar bushes are available for £45.24. All bushes feature Powerflex's new patterned bore to help retain greases, and all help the roll bars to work more efficiently by reducing flex in the bush. And of course, being polyurethane, they'll last forever – they even come with Powerflex's lifetime warranty.

www.powerflex.co.uk

BURTON POWER

COSWORTH YB INLET PLENUM

£400

This new cast alloy inlet plenum from Burton Power will fit all YB engines, and is a great way to improve both performance and reliability at the same time. The standard inlet doesn't distribute the charge air evenly to each cylinder, potentially causing catastrophic engine failure (especially on tuned engines) as a result of running incorrect air/fuel ratios. But this new inlet from Burtons delivers equal amounts of air across all four cylinders, and because it's cast it can handle high boost pressures without the risk of failure. O-rings seal both the manifold and throttle body faces, and the plenum comes with a full fitting kit. Burton also say, depending on the exact spec of your engine, you can expect to see anywhere between 10-25bhp gains too!

www.burtonpower.com



TESTED

PUTTING NEW PRODUCTS THROUGH THEIR PACES...

➤ How many times have you heard your Mum say look with your eyes and not with your hands? Well, that just doesn't seem to happen when it comes to nice cars. No matter how long you spend cleaning your fast Ford and getting it gleaming in the sunshine, the next time you look you'll find mucky stains and dirty fingerprints everywhere,

especially on the glass. Don't even get me started with tree sap and bug splatters on windscreens either...!

Still, that's exactly why we have glass cleaners and also probably explains why there's so many out there. Every brand has at least one spray-on job but what of the more retro-style glass polish? With Auto Finesse Vision this stuff is making a comeback...

PRODUCT DETAILS

AUTO FINESSE VISION GLASS POLISH

COST
£11.95 (500ml)

CONTACT
www.autofinesse.co.uk

Words & Photos
Midge Automotive Media



TESTED

Relatively speaking, there aren't many detailing companies that produce an actual glass polish and that makes this new product pretty interesting. Obviously a cream is more like something you'd use to clean your paintwork and the principle is exactly the same here. The only real difference is Vision isn't a normal abrasive polish, it cleans off the grime chemically meaning it's safe for use on tints and chrome films as well as normal glass.

Spray-on cleaners typically contain a lot of alcohol solvents enabling them to evaporate off to (hopefully) eliminate smearing, that's why many cheaper ones take more than their fair share of wiping for a clear finish. With a polish like this the product doesn't need to evaporate totally, it simply hazes over and you buff off the residue.

One mistake people also make with a spray is using too much, you don't get that so much with a polish. Just whack a couple of pea-sized drops on your applicator pad and away you go.

MIDGE'S VERDICT

Auto Finesse are an undeniable favourite on the UK show scene and it really shows that they listen to feedback and bring to market the products you ask for.

I'll be the first to admit I thought it would be a lot more arsing around than a more conventional spray bottle product but, considering how much buffing you have to do to

get all the smears out with a spray, I actually found this much less effort. Vision hazes quickly and it's not like a wax where you have to put in some serious elbow grease to buff off the residue either – I like that a lot.

The cleaning power is impressive, it makes short work of dirty prints bugs and watermarks with only a medium pressure on the pad

and pretty soon you're driving in full 1080p HD - there's a lot to be said for actually seeing where you're going.

Perhaps the best bit though is a little seriously goes a long way. I found there's next to no wastage at all and I'd estimate a single bottle in your detailing kit will last pretty much forever. You just can't argue with that kind of value for money. 📷





*Auto
Finesse*
the art of detailing

#theartofdetailing

READERS CARS

Engine swapped, or styled to the max? Send us your modded Blue Ovals!



JAMES SAPPHIRE COSWORTH

+ With the mighty Sapphire Cosworth fast approaching classic car status it's a sad fact that many will start to disappear from the roads and find themselves tucked away as a financial investment somewhere. But not so for Saph fan James, who owns this stunning example. Having covered a mere 82,000

miles from new the body is in excellent condition, and James is keen to point out that there are no scratches, dents, or rust anywhere on the Sierra's flawless finish. Up front, the YB now kicks out a healthy 330bhp thanks to a full Stage 3 setup, and handling and braking are care of thanks to Avo coilovers and EBC brakes.



MATT BENHAM MK7 FIESTA ST

+ The Mk7 Fiesta ST is a fantastic car in factory guise. Widely praised for its awesome handling and fantastic power from the famed 1.6-litre EcoBoost engine. But you can always make things better, as Matt has proved with his ST. Simple upgrades like mountune's MP215 kit, which consists of nothing more than a revised air intake and a remap, will transform the way the car gets down the

road. And Matt's been to back to Ford's official tuning partners more than once or twice with his little Fiesta. It now wears a full set of mountune lowering springs, the MP215 upgrade, a mountune cat-back exhaust, mountune induction hose, and mountune charge pipe upgrade too. And a Triple R front splitter finishes off the front end nicely!



DARREN DOWN MONDEO ST220

+ You don't need to convince us just how good the often-overlooked Mondeo ST220 is – we own one too! But we have to admit ours isn't quite as good looking as Darren's example. His Performance Blue ST has seen quite an extensive makeover, especially at the front end where the bumper has been smoothed and fitted with Focus RS vents in either

side, the bonnet has been given some vents, and a Triple R lower front splitter has also been added. The engine bay has seen all of its plastics and the underside of the bonnet sprayed in Focus RS Ultimate Green, so too have the calipers and little details such as the fog light surrounds. The black and white 18-inch Zito alloys are an unusual color combo, but one that we think works!





ROD SMITH MK6 FIESTA ST

+ We love a tidy Mk6 Fiesta ST here at *Fast Ford*, and memories of our own Mk6 ST project car from a few years ago still raise a smile in the office. And looking at Rod's stunning example you can see why they're so highly rated. Looking gorgeous with all exterior plastics sprayed Gloss Black to contrast the Colorado Red paintwork, it looks

every bit a fast Ford. The gold Comps then really set the whole thing off – perfect! Under the arches you'll find Eibach lowering springs all round and a 300mm brake upgrade at the front. The revvy 2.0-litre Duratec has also been treated to a mountune induction system and a full Milltek exhaust, so it breathes better and sounds ace!



ROBERT MILLS MK5 FIESTA ZETEC S

+ Robert's Mk5 Fiesta may not be the prettiest out there, and the matt grey colour scheme is a love-it-or-loathe-it affair. But lift the bonnet and you'll see that this car is all about form over function! Not only has the original motor made way for the larger 1.7-litre unit from a Puma, it has also been treated to a T34 turbo too!

Robert has done all the work himself and this home-brew sidewinder conversion shows just what you can do when you put your mind to it. The engine is running at a very mild 5psi at the moment, but Robert is awaiting delivery of a new ECU from America, and then he can start to play around and turn up the boost!

ANDY SMITH MK2 FOCUS ST

+ Having owned his ST for the past five years, and spending much of that time improving things and putting his own stamp on the car, Andy doesn't think he will ever get shot of his beloved Focus. In the last five years under Andy's ownership the ST has been treated to a Collins Performance CP320 map, an Airtec intercooler,

Milltek exhaust system, BCS race cat, block mod, Auto Specialist Gen2 induction system, Focus RS clutch, Bilstein B12 suspension, polybushes throughout and a Whiteline rear anti-roll bar too! And with that little lot all firmly in place this is one seriously sorted ST – no wonder he doesn't want to get rid of it!



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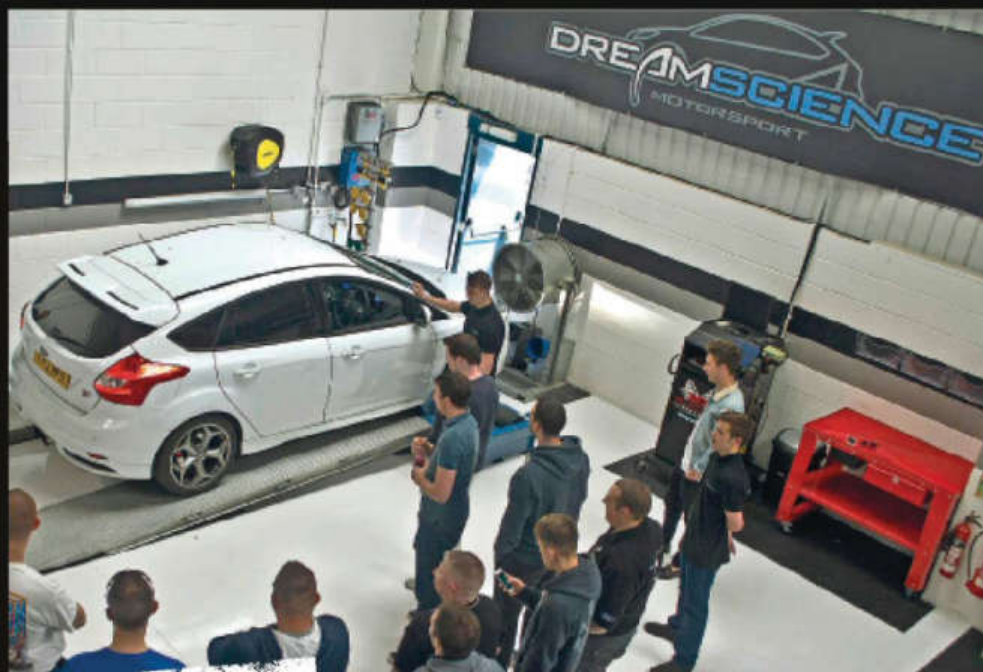
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DREAMSCIENCE OPEN DAY

Celebrating the opening of their new workshops, Dreamscience invited a group of customers and fellow Ford lovers to get together for a day of Blue Oval banter...

Dreamscience may be one of the newest names in the world of well-established Ford tuners, but they have quickly made their mark in the scene and have deservedly become one of the household names when it comes to making fast Fords even faster. Over the past few years the company has built up a strong reputation, and along with it, an army of dedicated followers.

As a result of their success, Dreamscience found they had soon outgrown their original premises and have recently made the move to a new unit. About five times the size of the old workshops, the sparkly new Dreamscience HQ features four fitting bays, a huge parts stash on a bespoke mezzanine area, a dedicated detailing bay, and, of course, the dyno! Customers

will also benefit from a waiting lounge, complete with leather sofa, TV, Xbox, and even a Netflix subscription!

To celebrate the move into the new workshops, Dreamscience decided to host an open day and invite fellow Ford fans down for a bit of a get together. Dreamscience's Carl Balmforth says: "It was nice to get the lads together and just have a bit of a laugh. The move has kept us really busy over the past few months, so now it's nice to relax and just chill out – and what better way to do that than with a group of likeminded enthusiasts?"

So, word was spread via Facebook and other social media outlets, and before long over 50 cars from all over the country had confirmed they'd be attending. Dreamscience offered



WHO

Dreamscience

WHERE

Dreamscience HQ, Hull

CONTACT

www.dreamscience-automotive.co.uk

PHOTOS

Chris Newsome



Shiny new sign to go with shiny new workshops!



Over 50 cars from all over the UK joined the meet





GARY HOWARTH FOCUS ST

Gary has owned his Focus ST for four years, and it's come a long way from the bog-standard family car it was intended to be when he first got the keys back in 2011! And that all started with a trip to see the guys at Dreamscience for one of their famed ST225 remaps, but the allure of all the other performance products the company offers for the ST proved too much! Now Gary's ST features a fully forged and balanced bottom end, Stage 1 Newman cams, a Dreamscience oil cooler kit, and one of Dreamscience's hybrid turbo upgrades too. The five-pot now produces a respectable 360bhp and a whopping 440lb/ft! Gary says it has transformed the way the car drives and how it delivers its power – he reckons it's how the car should have been from the factory!

Keeping everything in check, Gary has wisely invested in K-Sport brakes, Bilstein B16 coilovers, Whiteline roll bars, Powerflex bushes, and AP Racing clutch, and a Quaife ATB too. Sounds like the perfect blend to us!



Tried and tested upgrades give a reliable 360bhp!



Customers were given a behind-the-scenes tour of the facilities



significant discounts, took future workshop bookings, and even fitted a few upgrades to customers cars on the day, but Carl points out that it wasn't all about the hard sell. "We wanted it to be a stress-free day that we could enjoy too," he laughs, "so it wasn't all about work – more about getting a group of likeminded Ford fans together so we could all have a good day out."

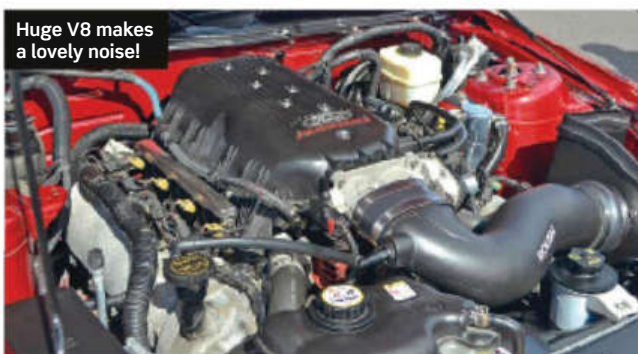
And judging by the great turnout of top motors on show and the smiles around, it certainly looks like they achieved their goal. And to top it all off, some of the guys and gals even joined the Dreamscience boys after they shut up shop for a bite to eat at the local pub too. That's what these meets are all about; good cars, good laughs, and good times...



"Getting a group of likeminded Ford fans together so we could all have a good day out"



Huge V8 makes a lovely noise!



MATTHEW MOXON MUSTANG

With the much anticipated launch of the first ever UK Mustang just around the corner (something Dreamscience are already working on!) Matthew thought he would bring along his 2006 example to show off just how great its predecessor is! That infectious V8 burble was guaranteed to attract attention as soon as Matthew rolled in to the car park. The 4.6-litre motor has been treated to a few sensible upgrades such as the Roush cold air intake, Ford Racing inlet manifold, and a remap. They help liven things up, but Matthew didn't want to go mad with the engine mods because he actually uses this car every day!

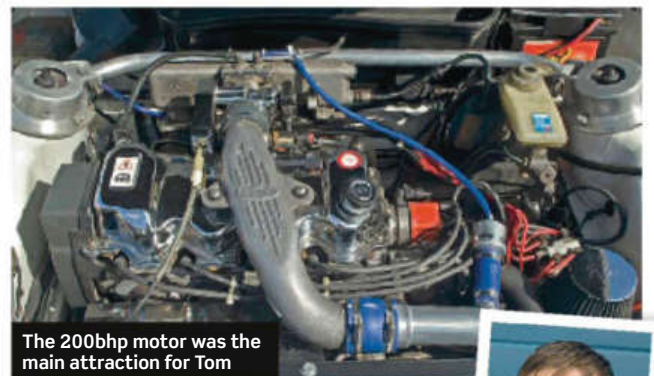
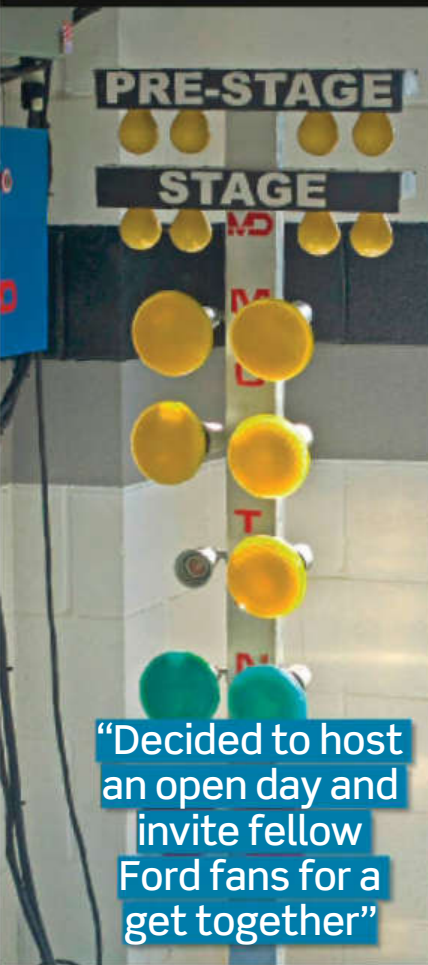
Instead he has made subtle improvements to the car's usability as an everyday street car with upgrades such as the 3.73:1 rear diff complete with LSD, the Roush lowering springs (which replace the crashy 2-inch lowering kit that was on the car when he bought it), and adjustable castor/camber plates which help get the geometry setup perfect for road use.

As you can probably work out from the tell-tale numbers written on the windows, despite Matthew using this car everyday he also likes the occasional blast up the drag strip too! And with the best part of 320bhp and 330ft/lb, plus the roar of whacking great V8 at his disposal, you can't really blame him!



There were plenty of STs on show!





TOM CARNABY S1 RS TURBO

Tom bought his beloved S1 RS Turbo as an unfinished project. It had a few things that needed to be sorted, but the main reason Tom parted with his cash was for the recently built, strong Stage 2 engine already under the bonnet. The plan was simple; freshen up the entire car and put right the areas that previous owner neglected to do. Naturally, being 30 years old, the car's electrics did cause a few issues, but Tom was quick to rectify them and the RS Turbo was soon on the road, complete with that 200bhp engine that was the main attraction in the first place.

Tom loves to get the car out and about whenever he can, but he already has plans to treat the RS to a full restoration to ensure it is in the best possible condition it can be. He'd also like to make a few tweaks along the way, so he can put his own stamp on things rather than feeling a bit like he's finished off someone else's project. But one thing's for sure, the RS Turbo is here to stay! Tom has no plans to get rid of his Escort, and we've got a feeling that means the car's going to keep getting better and better!



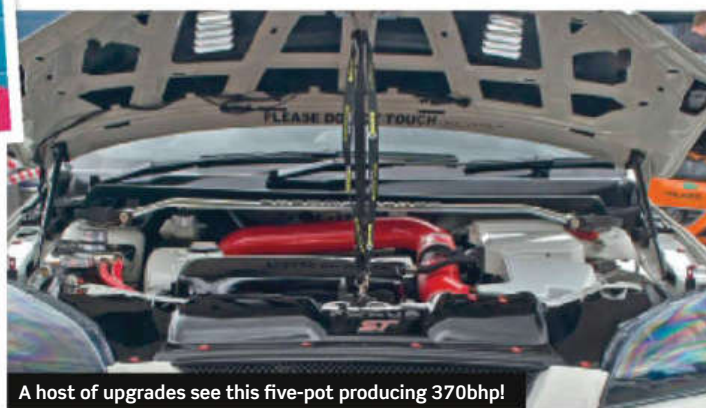


Gareth's ST has come a long way in the last two years!



GARETH BARRASS FOCUS ST

It's hard to believe looking at it here, but just two years ago Gareth's ST was totally standard. It's equally hard to believe that this car is Gareth's first attempt at modifying a Blue Oval, and indeed is his first ever Ford! After purchasing the ST Gareth quickly found himself signed up to various owners' clubs and forums, and it was when other members started telling tales of their Dreamscience-equipped cars that the spending began! First up, naturally, was a simple remap, but two years down the line Gareth's ST now features full Stage 4+ spec! That includes a hybrid turbo, 550cc injectors, 70mm throttle body, huge Airtec intercooler, Auto Specialists inlet plenum and a KMS exhaust, among others. The result is a whopping 370bhp and 430ft/lb!



A host of upgrades see this five-pot producing 370bhp!

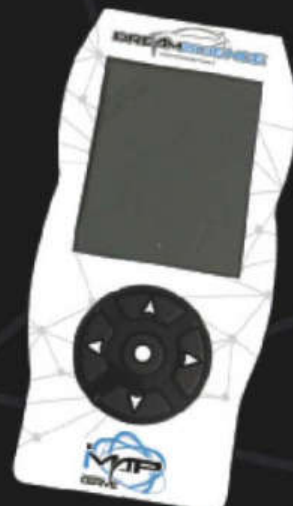






CARS SUPPORTED

- ST225
- RS mk1
- ST150
- ST250
- ST180 (coming soon)
- RS mk3 (coming soon)
- Mustang 5.0L 2.3
(ready and coming soon)
- Mustang 2.3 ECOboost



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CARS FOR SALE

CAPRI

CAPRI



1983, 62,000 miles, £4,000. Y reg, 2.0S for sale. Has been garaged since May 1990 so in need of some tender loving care but will start. No MoT. All original interior, original wheels and factory fitted tilt and slide sunroof. 07921 210827 (SN)

CAPRI



1979, 77,000 miles, £3,250. Cots bills. T-reg same as bodies, replacement engine in 2013, £840, brake overhaul £537, matching brown cloth. Original interior, MoT to May 16, always garaged. Somerset. 07840 783722 (SN)

CONSUL

CONSUL 375



£7,999. New leather interior, carpet, head lining, visors, sunroof refurbished. Brand new clutch, oil change, track rod ends, engine rebuilt 2008, part restoration and paint 2007, unique number plate, provenance, all bills, MoT. 07500 066591 (SN)

CONSUL CAPRI GT



1964, £0 offers. I have owned this stunning car for almost 20 years, she was totally restored 2 years ago. Offers invited after you have viewed the car. For more info ring. Devon. 01803 851702

CORTINA

CORTINA



1977, 53,000 miles, £5,995 or offers. 1.6 GL, one owner since 79, with history, garage stored, last on road 96, yrs MoT, mint condition. 07831 363028 02035 601321 (SN)

CORTINA

1983, £2,200 ono. 1600 engine, estate version. Has been family owned almost from new. Good bodywork & chrome - garage stored, must be seen. Genuine offers considered. Essex. 07771 574690 / 01268 680929 (SN)

CORTINA MK2 ESTATE

£1,000. Engine and gearbox need fitting, loads of spares, engine, doors, wings, bonnet, hatchback, seats, trim, dashboard etc. No offers. Bring a trailer. Lancashire. 07958 460033

ECONOLINE

ECONOLINE/FALCON



1963, £9,500 ono. Recent import, new MoT and duties paid, 170 CU engine, manual, £1000's spent, new screen, new window and door rubbers, MAG wheels, seats re-covered including rear bench, new shocks, alternator, exhaust and seat belts, electric fan, carb rebuilt, new respray in Primrose Yellow and Cream and painted underneath, ready to drive away. 01202 678845 / 07802 35770 (SN)

ESCORT

1600 ESTATE

1997, £300. Clean for year, MoT January 2016, needs front screen as cracked, bodywork clean, runs well always. Surrey. 020 8641 4238

ESCORT



1990, £250. Diesel. No MoT. Classic. Hertfordshire. 01442 832744 (SN)

ESCORT

1973, 90,000 miles, £8,000 ono. Genuine AVO car, for restoration, all chassis plates still on the car. 95% complete needs carburettor, copper colour only one of 6 in this colour. 07767 637270 (SN)

ESCORT MK I



1972, £14,000. RS2000 running gear twin 45 webbers, 5 speed type 9 gearbox, discs, Bilstein suspension, painted 8 years, never welded, MoT 12 months. Gloucestershire. 078502 361246

ESCORT MK4



1988, 45,000 miles, £1,000 ovno. 1600 Ghia. MoT to 30.06.16. Recently serviced. Very presentable solid car with usual Ghia options. Wears its faults honestly and everything works. Lancashire. 01772 494447 (PB)

ESCORT RS2000



1995, 120,000 miles, £3,000. 5 speed manual, green, cloth trim, radio/CD, sun roof, electric windows, alloys, MoT April 2016, drives very nice, good clean original car not messed about with, must be seen. London. 07836 548731

ESCORT XR3I CABRIOLET



1993, 89,900 miles, £1,395. Colour grey, good condition, clutch & cam belt renewed, hood replaced, alloys good tyres, MoT, low cost classic insurance. 07899 756450 (SN)

FIESTA

FIESTA



1990, £950 ovno. 1.4 Ghia auto, power steering, 5 door, in metallic matisse blue over grey. Excellent condition. New 1 year Full MoT. This car was supplied new to the first owner. It has only covered a original 27000 miles from new. Lots of history bills MoT's etc. Luton. 07777 385351 (SN)

GALAXIE

GALAXIE STARLINE



1961, £15,500 Offers invited. This car sounds amazing perfect rumble on idle and a gorgeous roar when that throttle opens. The automatic gearbox pulls lovely through the gears and its still fitted with its factory 9 inch rear end. The body is very solid there is no signs on rust or holes, all original floors and sheet metal. It has been painted at some point. 07841 654222 (SN)

LOTUS CORTINA

LOTUS TWIN CAM ENGINE

2,000 miles, £4,000 ono. Steel crank fitted, electronic ignition. 07767 637270

MUSTANG

MUSTANG COUPE



1964, £16,000. V8 289 cubic inch 4.7 litres. Built in San Jose imported from Texas in 2011. Full bare metal respray in Phoenician yellow. 3 speed manual transmission Daisy mag alloys. Pony interior Power steering. Classic vehicle free road tax mustang car cover included. Hampshire. 07831 528428 (SN)

MUSTANG HARDTOP COUPE



1967, 76,999 miles, £11,995. 5 speed stick w/clutch. Vintage heat and air floor blower. Custom USB stereo sound system loud! Midnight Blue metallic paint. Resealed windows side glass tinted. Short dual exhaust. Rechromed bumpers. Cragar rims with new tyres. Blue exterior colour. New black interior with bucket seats. Rebuilt engine - rebuilt carburettor. 09162 305626 (SN)

MUSTANG S197



25,000 miles, £20,995. On a 06 plate, I am only the 2nd owner, the first owner only did approx 3000m, colour is mineral Grey with black painted strips, fitted is the full Corvine body kit, recent new battery, MoT 01/10/15. 07904 375105

MUSTANG VINYL HARDTOP



1970, 140,000 miles, £11,995. Runs original condition. Needs paint maybe or leave it orig. Original 302ci V8 engine. Nice original black vinyl hardtop. Headliner excellent cond. Center console. Excellent clean interior dark green. Bucket seats. Stereo am/fm cassette vintage coach work. 09162 305626 (SN)

PREFECT

PREFECT 100E



1955, 49,603 miles, £8,000. Nice clean car lots of money spent on refurbishing all receipts and paperwork from new colour green / cream. West Sussex. 07840 874319 (SN)

SCORPIO

SCORPIO COSWORTH ESTATE



1998, 58,000 miles, £3,500. Aubergine metallic with black leather interior. Only 2 owners, in fantastic condition. All extras fitted plus special Ford 16" Multispoke alloys. 200BHP supercar, awesome performance. 12 months MoT. Wiltshire. 07901 710129

SIERRA

SIERRA 4X4 ESTATE



1991, £4,250 ono. Rare 2.0ltr engine, Ghia estate. 4 electric windows. Factory tilt slide sunroof, central locking, headlights wash/wipe. Excellent condition, very clean interior. Year's MoT from May 2015. Devon. 01884 861045

TRANSIT

FORD TRANSIT 180

1997, £950. LWB, high top. Long MoT. Lined sides ad roof, side windows. Used as camper, no interior fitted. Only for sale as inherited 2007 van in mint condition. Vale Of Glamorgan. 07527 128721 (RB)

VEHICLES WANTED

FORD CAPRI, CORTINA OR SIERRA

Wanted. Any model considered would prefer a runner or a light restoration project. Midlands. 07956 296418

FORD CONSUL MK1

Wanted. Don't mind work, but not a lot of welding. Something that needs TLC. Lancashire. 01282 831247 (PB)

PARTS FOR SALE

CORSAIR

EPOA. Leaf springs, U bolts, chassis bolts, anti-roll bar, bushes, Mac, struts, rear bumper, remote, servo, pads, air filter, brake shoes, radiator, boot lid, dif 3-7-1 plus others. Worcestershire. 01562 67309 (RB)

FORD FIESTA MK2/3



£30. Bits and pieces, job lot. East Yorkshire. 07979 406536 (SN)

FORD GRANADA MK 1

EPOA. New spare parts wanted for Granada MK 1 - rear lights (or just lenses), front wings, any emblems/badges, chrome door handles. West Yorkshire. 01274 631066 (SN)

FORD MONDEO MK 3

£20 ono. Space saver spare wheel for Mondeo Mk 3 may fit other models. Never used. West Yorkshire. 01924 249707 (SN)

FORD RS2000 MK2



£1,650. In stunning condition very rare items, old school classic. No longer available from Ford. West Midlands. 07867 840819 (SN)

FORD SAPPHIRE COSWORTH

£1,000. YB engine, stripped for inspection, complete with turbocharger. Glos. 01531 890625

MK4 ESCORT RS CABRIO RECARO INTERIOR



£585. In grey comes with 2 headrests, door cards, rear speakers, in stunning condition, no wear on bolsters no rips or burn marks. West Midlands. 07867 840819 (SN)

MK4 ESCORT RS MATERIAL



£785. Meter roll of MK4 escort RS series2 tennis racket. Material in grey with tennis racket pattern. Very rare item was in storage, would be ideal for any RS project or club enthusiasts. Please note will not cut any of this material selling the complete roll. Serious enquiries only no time wasters. Buyer collects. West Midlands. 07867 840819 (SN)

POPULAR 103E

EPOA. Engine, gear box, front and rear axle complete, bonnet, doors, radiator, boot, grille, wings, wheels, petrol tank, leaf spring. Gwent. 01633 895922 (JW)

PARTS WANTED

CORTINA EST MARK FIVE

1980, Wanted. Corn bumpers. Rear bumper. Over riders, to just the mirror on the passenger side, seat belts for back seats, badges. Northamptonshire. 01604 467933 (SN)

FIESTA CVT GEARBOX

1995, Wanted, Wanted for 1995 Mk 3 automatic. Must be low miles. Consider whole car if driveable. 020 8361 3711

MISCELLANEOUS

BUGATTI BADGE AND 3 RACE BOOKS



£48 the lot. Lewes, 1935; Prescote, 1964; 39th National Rally. Surrey. 020 8399 7541 (RB)

CLASSIC BADGES



1929, EPOA. Opel, Wolseley, RAC, AA, variety etc. Bedford. 01234 213871 (PB)

G.E.C. ELECTRIC FAN



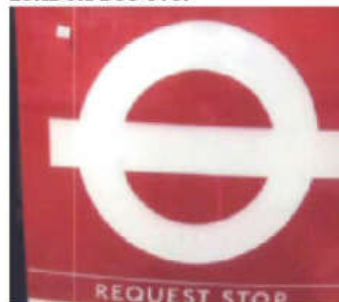
£Offers over £200. Stunning talking point for office or home. Recent fabric covered mains lead. Approx 19 1/2 inches tall. Very heavy. Answerphone, all calls answered. South Wales. 01633 850611 (PB)

MISCELLANEOUS FOR SALE

CARAVAN AWNING

£300. Dorema. Suitable for 16ft-17ft caravan. Nearly new. V.G. condition. Size 10, red/grey colour, 875-900cms, brand new poles included. Free delivery. Dorset. 07971 385242 (RB)

LONDON BUS STOP



£75 post free. Enamel steel double sided sign. 46cm x 53cm x 8cm. Excellent condition. Sussex. 07716 607984 (RB)

STENSON COOK BADGES



1906, £85 pair. Chrome or brass finish. MNF years 1994. 112 x 155mm. Materials brass. Mint condition. Postage free. Dorset. 07794 775640 (RB)

LITERATURE AND INFORMATION

AMERICAN FORD TEMPO WORKSHOP MANUAL

EPOA. All petrol engines models covered. 07985 691137 (SN)

ASSORTED HAYNES WORKSHOP MANUALS



£65. Approx. 300. Cortina, Capri, Mercedes, Vauxhall, BMW, many more. Buyer collects. Cheshire. 01829 752491

FORD CORTINA

1968, £Free. Mk2 owners handbook. No rips or tears but does have finger marks. All pages intact. Also Taunus/Cortina 1980 onwards supplement workshop manual. All intact, usual wear for its age. Collect or pay p&p. Essex. 07557 099389 (PB)

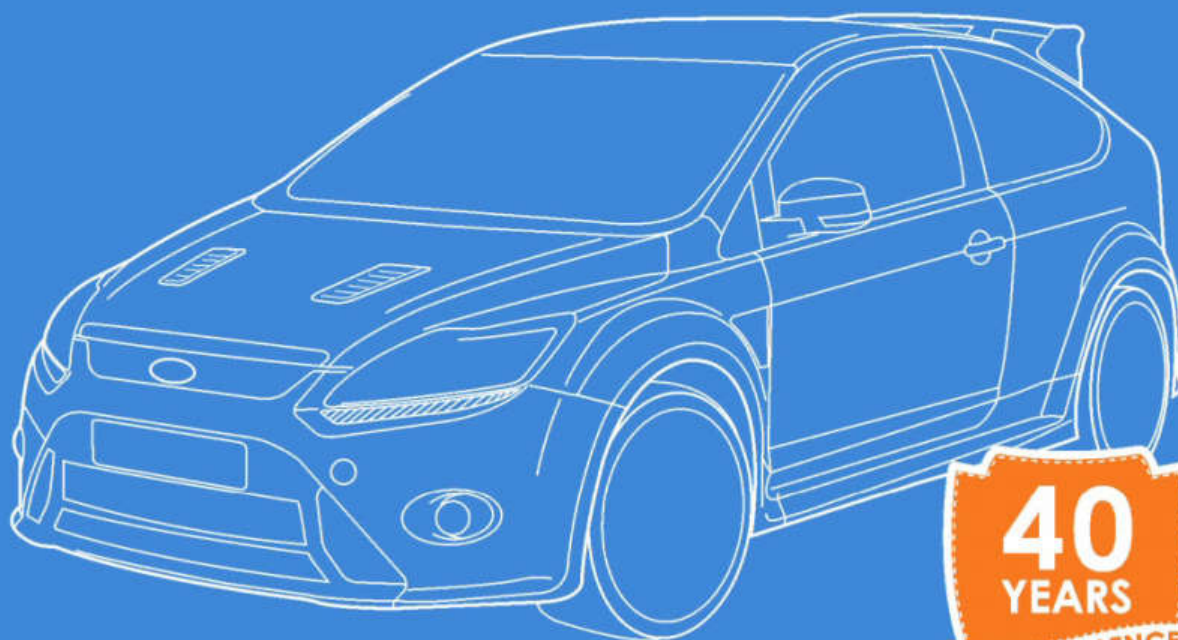
FORD PREFECT INSTRUCTION HANDBOOK

£12. Yugo glove box handbook £10. Ford Cortina Haynes manual for Mark 2 £15. P&p £3. Lancs. 07835 651411

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OCTOBER 2015 IN THIS ISSUE



ESCORT COSWORTH 10

Black beauty with over 500bhp at its disposal.



NATIONAL DAY 20

Full report from the RSOC's annual bash.



FOCUS ST 30

Seriously specced Mk2 pumping out 500bhp.



FORD FAIR 40

All the action from the biggest Ford show of the year!



S2 RS TURBO 62

Seriously trick Escort with a 320bhp Focus RS motor.



FIESTA ECOBOOST 78

Pumaspeed's 1.0-litre demo produces over 200bhp!

The rare GT70 has an even rarer sibling - the GT70 (Ghia) concept!



FORDS YOU NEVER KNEW EXISTED



#72 FORD GT70 (GHIA) CONCEPT

Ford's Lancia Stratos-like GT70 rally car has been well documented. Built in 1970 after the mighty Escort was deemed to be out of date, the GT70 would be the way forward.

A total of six GT70s were built, but one - this one! - was very different from the rest. In order to obtain homologation status a minimum number of 500 cars were needed and Ford knew they would never sell this many rally cars, so to make the GT70 more appealing to customers Ghia were asked to produce a road-going version - known as the GT70 MkII or the GT70 (Ghia) concept.

Unveiled at Turin in November 1971, it was clear the GT70 (Ghia) was heavily based on the rally car, the most notable difference being

the front headlights. The rally cars were simply fitted with spotlights but the Ghia concept saw pop-up headlights beautifully grafted into the fiberglass body.

The same was true at the rear quarters, where the rally cars required additional air vents to feed and cool the mid-mounted engine but the Ghia concept's bodywork was flush and smooth.

Like the rally cars, the Ghia concept was designed to accept a range of engines (although it never actually got as far as having one fitted!) including the humble 1.6-litre Crossflow (the most likely candidate for full scale production), the 120bhp 1.6-litre BDA from the Escort RS1600, the 2.6-litre Cologne V6, or the 3.0-litre Essex V6. Eagle eyed

readers will have also noted the familiar-looking wheels - yes, they are the famous four-spokes from the Escort RS2000!

With the benefit of hindsight, we also know that the mighty BDT from the later Group B RS200 would also fit as it is based around the same arrangement. And with the later rally cars running a Hewland gearbox there's no reason why it couldn't all be persuaded to fit, and handle the power accordingly. Imagine how much fun that would be - all in a car which in rally trim (overall weight of Ghia concept is unknown) weighed just 765kg!

Sadly though, the GT70 never proved successful on the rally stages and Ford quickly gave up on the idea, therefore not requiring the minimum 500 units to be sold in order to meet homologation requirements, and rendering the GT70 (Ghia) concept completely useless. One final nail in the GT70's coffin was the fact that Ford had hoped they could sell the car at a premium price of £5000 per car in 1972 - at a time when a new Escort RS1600 was yours for just £1585!

Unfortunately the tale of the GT70 (Ghia) is just another 'what could have been...' story, but there are two or three surviving cars which give us a glimpse of how things could have been...



Just how good could the road-going GT70 have been?

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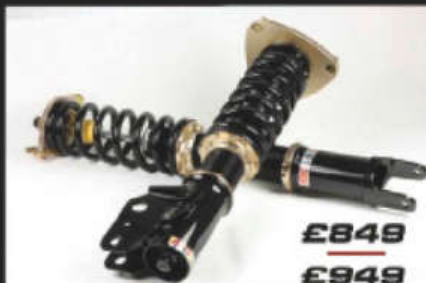
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